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American Railroad Journal.

New York Saturday, October 22, 1870.

Macon and Augusta Railroad.

The annual meeting of the stockholders of this company was held at Augusta, Ga., on the 11th inst.—the President, George H. Hazlehurst, Esq., in the chair. Sixteen thousand three hundred and nineteen shares of stock were represented by person or proxy. The Secretary of the company read the annual report of the President as follows:

MACON, SEPTEMBER 30, 1870.

To the Stockholders of the Macon and Augusta Railroad Company:

GENTLEMEN—The annual report of the officers of the road is herewith respectfully presented to your consideration.

We were in hopes to have been enabled to announce at the time of this Convention the entire completion of your road, but in spite of the best efforts of all, this result has not been accomplished. It is a great disappointment. Delay in the reception of the iron, the great amount of work to be done, and scarcity of labor have caused the failure.

No money has been spared nor effort left untried to complete the work in time. In addition to such other contractors as could be induced to attempt contracts with free labor, the large convict force of the State, under the charge of Grant, Alexander & Co., were, at an early stage of the contract, placed on the grading. This convict force con-

sisted of five hundred hands with near one hundred carts and teams.

The amount of work to be done embraced some one million and a quarter of yards of material to be moved, much of which proved to be solid and loose rock, some heavy masonry, a long extent of trestle work and pile bridging, 75,000 cross-ties, and an expensive bridge across the Ocmulgee River at Macon.

All of this has been completed and twenty-three miles of track laid, leaving but a few miles of track to close the gap—large gangs of track layers are engaged at either end, and should we not be delayed by the non arrival of the vessel with five miles of iron on board, now overdue, the road should certainly be finished before the end of October. This vessel was consigned to Savannah, in order that we might have the advantage of delivering the iron at the Milledgeville or Macon end as might be required.

In reviewing the contract made with the New York parties for the completion of the road (in spite of the delay in the time of completion, and our present disappointment) it is very evident, that the contract has been of great value to the company. Some near \$700,000 was required in cash to finish the road. The slow sale of bonds, our sole assets with the exception of some slight collections from stockholders would have necessitated a tardy prosecution of the work, and we should utterly have failed in completing the road within any reasonable time. The contracting parties have been unable to dispose of but few of the bonds, and are to-day in advance near \$400,000 in cash on the work.

Statements of the total cost of the road from Warrenton to Macon, a distance of seventy-five miles show in round numbers \$2,250,000 being an average of \$30,000 per mile.

While some of the payments were made in Confederate money, yet, in consideration of the fact that the prices of the work were kept down to gold rates, as have been shown in previous reports, it is but just to assume the above average as the true value of the road.

Crossing the broken country between the Ocmulgee, Oconee and Ogeeche rivers, the grading was necessarily heavy and expensive, and I feel confident that the same amount of work could not be done at any less rate at the present time.

The financial condition of the company is good. We shall open the road without one dollar of floating debt. Its bonded debt being in a mortgage bond, bearing 7 per cent. interest principal and interest guaranteed by the Georgia Railroad on \$670,000, and \$100,000 not guaranteed, gives a total of \$770,000.

It will become necessary to renew, or to replace with permanent embankment, the trestle work, which has been standing many years. With this

view, and to make a beginning, a long arched culvert of twelve feet span has been built under the highest trestle on the road, at "Ivey Branch," preparatory to filling up the trestle. Granite of the finest quality is found convenient throughout the whole line; but the work of building the proper culverts, all of them arched, and of filling, will be expensive. It must be done, however, before we can have a good and safe roadway.

To facilitate the filling and to save the expense and difficulty of procuring large gangs of men, a steam excavator has been purchased, which is now in Charleston ready to be put to work. This will not only reduce cost, but enable the trestle to be filled in much quicker time.

Report of earnings and expenditures of the section between Camak and Milledgeville, as made by the Georgia Railroad, give the following results:

Earnings	\$59,410 36
Operating expenses	51,561 22

Net earnings

\$7,849 14

It is a question which must be considered by you at this convention as to what disposition is to be made of the road when completed. It would seem to be our best policy to continue the control of the road in the hands of the Georgia railroad, provided some good and equitable arrangement could be effected with the company for its working. We have but little rolling stock, in the way of engines and cars, in this respect being altogether dependent on the Georgia railroad.

An amalgamation of the capital stock of this company into that of the Georgia railroad, or a lease of the road to that company on the plan pursued by the Central road towards its branches, would unquestionably present the easiest and best method of settlement, but as the sense of the stockholders in the Georgia railroad cannot be reached until their annual convention in May next, no definite arrangement of that nature can be made until that time.

There can be but little doubt of the value of the road. To secure its greatest efficiency it must, however, be operated as one line, and the trains be made up and run through between Macon and Augusta without change or detention at Camak.

Our route as now completed gives a gain of 29 miles over the present mail route via Atlanta, and 41 miles over the line via Millen. This can be further increased to a gain of five miles by building five miles of road from Warrenton to the 41 mile post on the Georgia road. This can be done at some future day when the saving becomes more important. The total distance from Macon to Augusta is now 125 miles, which can be made as above stated 120 miles. This reduction of two

hours in the time of travel must attract and concentrate on our road travel between Augusta and Montgomery, which now parts at Augusta, going *via* Atlanta and Millon, to meet again at Opelika.

By availing ourselves of the saving in time and distance effected by this and other contemplated roads, there is little question but that the lines in interest in what is known as the Seaboard route can soon be in a condition to complete successfully for the travel which has been lost to them for so many years. It is within the recollection of many here present, that the entire travel between New York and New Orleans passed over the roads of this State. Recently, however, the greater speed, safety and comfort of the western routes *via* Louisville and Cincinnati, though more circuitous, has diverted this great source of revenue. The East Tennessee and Virginia line has secured a portion of it, but not to the same extent as the western routes.

The great secret lies in the fewer changes of cars—in the greater speed of their trains, obtained not by faster running, but by avoidance of unnecessary stops, in their luxurious sleeping cars, and by the general attention given to the wants of a traveller. Through trains are recognized as through trains, and the effort made to combine a way business with a through is never attempted.

I am induced to introduce these remarks, which are scarcely pertinent to a report, as the adoption of such a system would especially be valuable to our line, which would gain largely by the return of the former travel over the Georgia road. We present the shortest line, as shown, between Montgomery and Augusta, and must be on the great thoroughfare. In the location of the road an especial eye was had to obtaining the straightest line possible and easy curves, regardless of cost. The road bed is of sand and gravel; the track is mostly laid with a heavy T rail, with improved fish-bar fastenings, and we thus believe that we can offer to the travelling public a road which, for speed and safety, will be second to none south of the Potomac. Respectfully submitted,

Geo. H. HAZLEHURST,
President.

After the reading of the Report, a resolution was adopted requesting the President to call a meeting in May, and that in the interim the Boards of Directors be authorized to arrange for operating the road.

An election was then held for a Board of Directors, which resulted in the choice of the following gentlemen: J. V. H. Allen, J. W. Horton, J. D. Butt, J. P. King, G. H. Hazlehurst, W. J. Magrath, B. B. DeGraffenreid, Henry Moore, Geo. S. Obear, A. J. Lane, W. E. Jackson, and J. O. Mathewson.

After the meeting of the stockholders had adjourned, the Board of Directors held a meeting, at which it was determined to continue in their positions the old officers of the company until the completion of the road.

Closer Railway Connections.

Mr. Abbot of Brockville and Mr. Ellis of Prescott, have just closed a large contract for the completion of a railway which will afford additional travelling facilities from this locality. They are about to commence the construction of a road from Morristown (opposite Brockville, on the American shore) to Philadelphia, a station on the Rome and Watertown Railway, up to which point a line is rapidly being constructed from New York, and when the Morristown link and two or three other short links are completed, our citizens will be able to save one hundred miles in distance between this city and New York—over any other existing route. We observe the work is to be commenced immediately, and that the contract price reaches up towards three-quarters of a million of dollars.

The completion of this road will be of immense value to the Canada Central and Brockville and Ottawa Railways—as it is in fact a continuation of those roads and a connection with the whole American system of railways.—*Ottawa Times*.

Atlanta and West Point Railroad.

The earnings of this road for the fiscal years ending June 30, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	\$180,986 41	\$151,858 07
" freight	208,231 85	296,700 88
" mail	8,649 96	8,649 96
" express	6,240 44	9,165 40
" U. S. Gov., etc....	13,556 95	2,082 77
	\$362,665 64	\$467,956 58

Expenses, viz:

Conducting transp.	\$59,810 89	\$69,715 55
Motive power	76,412 28	96,477 01
Maintenance of way ...	73,012 42	82,996 56
Maintenance of cars ...	8,722 98	19,609 23
Taxes, etc	4,614 81	7,100 00

	\$222,572 33	\$275,898 35
Earnings less expenses.	\$140,093 31	\$192,058 23

From which deduct extraordinary expenses in 1869-'70:

New locomotive engines.....	\$27,000
New cars	6,000
Re-rolling and purchase of iron rails	20,000
	53,000 00

Balance net profits.....\$139,058 23

In 1868-'69 the extraordinary expenses were \$20,981 49, leaving the balance of earnings at the close of that year, \$119,161 82. The percentage of ordinary expenses to gross receipts in 1869-'70 is 59, against 61.3 for the previous year. The gross earnings show an increase of \$105,290 97, and the net profits an increase of \$19,896 41.

The President in his report says:

It will be seen, by the Superintendent's report, that the gross earnings of the year have exceeded those of the year preceding, the sum of \$105,290 97, and an increase of net earnings of \$19,896 41 is also shown by the same report. The stockholders are, however, properly reminded, that the sources of this increased profit are not reliable as a basis of calculation for future profits.

Since the restoration of peace, and the change of our labor system, the condition of the country has been, to some extent, abnormal, and the profits of railroads have been fluctuating and uncertain. Whilst some sources of previous profit have been partially dried up, these losses have been compensated by others, not always foreseen or expected. Whilst business has been diverted by new and competing lines, indemnity has been found in more friendly connections, and in the improved resources of the country. On this subject the Superintendent makes very judicious remarks, and the directors on this head will only add, that should our reasonable hopes be realized, and the improved all-rail line between New Orleans and Atlanta be fully realized, as contemplated by the Superintendent, we shall be more than compensated for any loss we have sustained, or may hereafter sustain from other hostile rival improvements. With this improvement, we shall have the favorite route for travel between New Orleans and the North-Atlantic cities, with which no other route will be able to compete—especially in winter—and the large transportation once furnished us by the products of the Louisiana sugar estates, will again be restored to us.

In view of the conflict between friendly and rival interests, the directors will give no confident opinion upon our future profits. It is with much confidence, however, that they venture to coincide with the opinion of the Superintendent—that we shall be able, in any probable event, to continue, the payment of eight per cent. dividend,

free of all taxes. From the statement of the profit and loss account of the past year, some of the stockholders may suppose that a larger dividend might have been paid. Such opinion would be erroneous, and it is very important that the subject of a legitimate net profit should be well understood by the stockholders. There is no excess of net profit if the excess of receipts beyond disbursements would be absorbed by the restoration of property. The existence of war, to say nothing of its ravages, suspended for several years the supply of material for repair, and much of our property, especially iron, has nearly reached the maximum of decay; and the same may be said of much of our rolling stock. Any apparent excess of profits, therefore, from the year's business, was needed for the restoration of property, and orders have already been given that will more than cover the apparent surplus.

The great embarrassment and injury to our business beyond West Point, by the control of the Montgomery and West Point road by the Central Railroad Company, was referred to by the Superintendent in his last year's report, and reference is again made to it in his report now submitted. The control by the Central Railroad was not the only subject of interest in relation to this important connection. The losses and destruction occasioned by the war had so crippled this road, that its value as a connecting link was greatly impaired, and, without assistance from some quarter, fears were entertained that it might become worthless. Its value, too, as a link in the great Southwestern line, to and beyond Vicksburg, could not be fully realized without completing the last link in that line east of the Mississippi, by building the short road from Montgomery to Selma. An amicable arrangement has been agreed on, by which the road from Montgomery to Selma will be shortly completed, and the whole line from West Point to Selma placed in the condition of a first-class road. This accomplished, and the two lines will be placed upon the same footing "in every particular." This line by way of Vicksburg will evidently, at no distant day, form a part of the Great Southern Pacific Line—with Marshall, Texas, as an initial point, and its Western terminus at San Diego on the Pacific! Upon the advantages of a free and open connection with this line, thus improved, it is unnecessary to dwell. This important object will not, of course, be accomplished without the expenditure of money; and as this Company is by far more interested than the Georgia Railroad, it will probably be expected that it should make a reasonable contribution to the cost.

It will be seen that the expenses and expenditures on account of the road for the last year have been heavy. They must continue to be so until our property is restored and rendered fully adequate to the prompt performance of the business of the Company.

The Superintendent reminds us that a mail has not been lost on our road in four years! This is believed to be unprecedented, and is a sufficient guaranty that the officers and employees have been generally diligent and faithful in the performance of their duties.

The company have 16 locomotives, 6 passenger, 8 baggage, 1 express, 1 cab, 1 shanty, 61 box, 18 stock, and 25 platform cars. Number of through passengers carried, 13,871; number of way passengers, 49,004—total, 62,875; against 50,252 in the previous year, an increase of 12,123. Tons of freight transported, 73,120, against 54,525 in the previous year—an increase of 28,995. The Superintendent in his report says:

Our Cotton Statement shows an increase of \$25,066 bales over the previous year, of which 11,438 bales were from our local stations, including West Point, and 12,628 from the Montgomery and West Point Railroad. The latter was transported at very low rates, resulting from the oppressive discrimination against us by the Montgomery and West Point Railroad Company, briefly

adverted to in my previous report. I am advised by you that recent negotiations have resulted in removing this serious drawback to our prosperity, by placing us on equal footing with the Savannah line.

The increase in travel was mainly due to emigration from the Southern Atlantic States to Louisiana, Texas and Arkansas. I do not regard this element of travel as reliable for future estimates. The price of our principal staple, cotton, and other influences, tending to rapid and radical changes, may increase or diminish this source of income.

The general results of the operations for the year may be regarded as encouraging, having exceeded our anticipations. The future is a "tangled web," to my view, in railroad matters. Lines are being built and projected that would seem to threaten our present main reliance for income. Others are in progress that promise to return to our route much of the long travel which it controlled in the early history of your road, but since diverted by lines offering superior facilities at low rates.

The Savannah, Griffin and North Alabama attacks our local business at Newnan. Two lines from Opelika—one towards Guntersville, the other in the direction of Tusculum—if completed, will share, if not control, the business between the Northwest and Columbus, which has heretofore passed over your road. The South and North Alabama, from Montgomery to Decatur, will effectually cut off the traffic we have shared from the Northwest to Montgomery. The shorter line, now nearly completed, between Augusta and Macon, will command a portion of the travel between the South-Atlantic and Gulf, of which we have heretofore had a large share.

These drawbacks will, I trust, be more than compensated by the completion of all-rail routes from Montgomery to Mobile and New Orleans on the Southwest, and Selma and Vicksburg on the West. These, with the completion of a more direct line to Richmond, now in progress, will enable us to compete successfully for the long travel between the North-Atlantic and Gulf States, and will, to some extent, re-instate our former freight relations with New Orleans.

While I am not sanguine of increased net revenue, under present law tariff rates and augmenting expenses, yet I venture to reiterate my confidence in the ability of the Company to maintain the usual dividends from legitimate profits, and have no hesitation in expressing the opinion, that the intrinsic value of the stock is equal to that of any railroad company south of the Potomac.

The Assets and liabilities of the company July 1, 1870, were as follows:

Assets:	
Road outfit and real estate.....	\$1,200,261 51
Bills receivable.....	26,827 20
Supply fund.....	2,500 00
Due by agents and connecting roads	52,706 42
Cash on hand.....	70,868 56
	\$1,352,163 69
Liabilities:	
Capital Stock.....	\$1,232,200 00
Bonds of the company.....	32,000 00
Dividends unpaid.....	1,520 00
Due to agents and connecting roads.	3,844 03
Profit and loss.....	82,599 66
	\$1,352,163 69

President.—HON. JOHN P. KING.

Directors.—R. Peters, John E. Robinson, L. B. Lovelace, W. B. Berry, F. Phinzy, John F. Moreland.

General Superintendent.—L. P. GRANT.

Secretary and Treasurer.—W. P. ORME.

The work on the Sugar River Railroad is progressing so rapidly that it is hoped the entire line will be opened by the 4th of July next.

Western Union Telegraph.

At the recent annual meeting of the stockholders of this company the following gentlemen were elected directors for the ensuing year: Hugh Allan, Montreal, Canada; James H. Banker, New York; Roswell S. Burroughs, Albion; Ezra Cornell, Ithaca; Horace F. Clark, New York; Emory Cobb, Kankakee, Ill.; Alonzo B. Cornell, New York; William E. Dodge, New York; Harrison Durkee, New York; J. Alden Ellis, Chicago; Marvin Green, Louisville; Augustus W. Greenleaf, New York; John A. Griswold, of Troy; James H. Howe, Kenosha, Wis.; Wilson G. Hunt, New York; George Jones, New York; Cambridge Livingston, New York; Edwin D. Morgan, New York; William Orton, New York; Edwards S. Stanford, Brooklyn; Augustus Schell, New York; Hiram Sibley, Rochester; Zalmon G. Simmons, Kenosha, Wis.; John Steward, New York; Moses Taylor, New York; Daniel Torrance, New York; George Walker, Springfield, Mass.; Edward B. Wesley, New York; Stillman Witt, Cleveland. On the 1st of July, 1870, this company possessed 54,109 miles of poles and 112,191 miles of wire, against 52,099 miles of poles and 104,584 miles of wire at the same time last year, being an increase of 1,910 miles of poles and 7,607 miles of wire. The gross receipts for the year ending July 1, 1870, were \$7,188,737.96; and the gross expenses \$4,910,772.42, making the net profits for the year, \$2,227,965.54. In 1869 the net profits were \$2,801,457.45—being a decrease of \$573,491.91. During the past year there has been an increase of 521 offices, and 833 sets of telegraph apparatus. The number of messages transmitted during the year was 22 per cent. more than for the preceding year. The rates of tolls upon the entire volume of business done for the year ending July 1, 1870, was 20 per cent. less than for the year ending July 1, 1869. The average expense of transmission per message for the year ending July 1, 1870, was 11 2-10 per cent. less than for the year ending July 1, 1869. From October 1, 1869, when the reduced tariff went into operation, to April 30, 1870, the gross receipts were \$233,223 98 less, and the expenses were \$186,019 18 more than for the same months of the previous year, making a difference in the net earnings of \$419,293 11. After the reduction of rates in October last the gross receipts did not come up to those of any corresponding month in the preceding year until May, when they exceeded the same month in 1869 by \$6,145 07. As the cost of performing an increased amount of traffic increases in proportion to the service, the net earnings did not come up to any corresponding month in the preceding year until July, when they were in excess of the same month of 1869 by \$21,281 92. From October 1, 1869, when the rates were reduced, to March 1, 1870, five months, the net earnings were \$847,379 73. From March 1, 1870, to August 1, 1870, five months, the net earnings were \$946,863 65, being an increase of \$98,983 92, or 11 3-5 per cent. We may, however, said the President, expect much better results than these, for the business of the five months from October 1 to March 1 is generally better than for the five months from March 1 to August 1. Thus from October 1, 1868, to March 1, 1869, the net earnings were \$1,207,564 93, and from March 1, 1869, to August 1, 1869, they were \$1,032,124, showing that the autumn months for 1868 and 1869 were \$175,440 93 better than the spring and summer months of 1869, while, for the present year the spring and summer months are nearly \$100,000 better than the preceding autumn and winter months.

Louisville and Nashville Railroad.

At the annual meeting of the stockholders of this company in Louisville, Ky., on the 12th inst., the following resolution was unanimously adopted:

Resolved, That it is the sense of this meeting that the charter of the Louisville and Nashville Railroad Company be so amended that hereafter there shall be nine directors, who shall hold office for three years, the members of the directory first elected after the passage of such amendment to divide themselves by lot into three equal classes, the seats of the first class to be vacated at the end of one year, of the second at the end of two years, and of the third at the end of three years on the retiring of the first class, and annually thereafter three directors to be elected to fill the vacant seats. And the present directory is hereby requested to make timely and proper application to secure such an amendment.

H. D. Newcomb, R. A. Robinson, G. W. Norton, Thomas J. Martin, W. B. Caldwell, W. H. Smith, and James Whitworth, having received 50,369 votes, all that were cast, were unanimously elected directors.

From the Report of the President which was presented, we learn that the gross earnings of the road for the past fiscal year were \$2,954,658 80, against \$2,381,138 55 for the fiscal year ending June 30, 1869, an increase of \$573,520 25. The net earnings for the year ending June 30, 1870, were \$1,142,133 33, against \$1,031,676 70 for the year ending June 30, 1869, showing an increase of the net earnings for the last year over the previous year of \$110,456 57.

The bonded debt of the company, June 30, 1869, was \$8,713,500. Of this amount there have been redeemed during this fiscal year \$235,500, leaving the bonded debt of the company June 30, 1870, \$8,478,000. This sum includes bonds of the City of Louisville, without mortgage, and consolidated mortgage bonds unsold, to the amount of \$981,000—making the total mortgage debt at this date, \$7,497,000.

Seven per cent. cash dividends have been declared upon the stock of the company during the fiscal year.

There have been redeemed during the year, of the mortgage bonds.....\$235,500 00
Expended on Lebanon Branch Extension south of Lebanon..... 178,845 24
Interest paid during the same period.. 351,980 88
Additional rolling stock and depot grounds..... 593,107 09

Total.....\$1,354,383 16

Richmond, Fredericksburg and Potomac Railroad.

At a recent meeting of the stockholders of this company at Richmond, Va., resolutions were passed authorizing a loan of \$300,000 to extend the road from Brooks' station to Quantico, where connection will be made with the Alexandria and Fredericksburg railroad, which will make a continuous road from Richmond to Washington. The work on the whole line is under contract and rapidly progressing, and will be completed in twelve months. When this connection is completed trains will run through from Richmond to New York without break of bulk or change of cars.

The Southern Pacific, San Francisco and San Jose, Santa Clara and Pagaro, and California Southern Railroad Companies, are consolidated under the name of the Southern Pacific Railroad.

On the Use of Cast Iron for Compressive Members, in the Construction of Iron Bridges.

A paper read before the American Society of Civil Engineers, June 15, 1870, by F. C. Lowthorp, C. E., Member of the Society.

Having recently had my attention directed to an article published in the February No., 1870, of the Journal of the Franklin Institute, of Philadelphia, Pa., over the initials 'A. P. B.' in which the writer in his attempt at criticising "a work on Iron Truss Bridges for Railroads," by Brevet Col. W. E. Merrill, U. S. A., after quoting the names of numerous authors, arrives at the strange conclusion, that cast iron is an unsafe material to use in such structures.

Believing the article in question—appearing as it did in a leading journal of science—was calculated to mislead many who are deeply interested in the subject, but whose time is so taken up in the discharge of other duties as to prevent their investigating the matter, I have been led to prepare and read before you the following facts and observations:

There have been many bridges built entirely of cast iron, which, so far as I can learn, have answered their purposes admirably. More than eighty years ago a cast-iron arch bridge of 240 feet span was built at Wearmouth, England, and upwards of fifty years since another of three spans of 240 feet each, across the Thames at Southwark. Many others have since been erected in the British dominions and on the continent.

On this side of the Atlantic we have at least two notable specimens: one of two spans of 200 feet each across the Schuylkill at Philadelphia, a much admired bridge, designed by Strickland Kneass, Esq. The other a bold and remarkable, and, judging from a photograph I have seen, a handsome structure, built over Rock Creek, at Washington, D. C. This bridge has a clear span of 200 feet, a rise of 20 feet, and a width of 26 feet, 4 inches, and has two supporting arches which are formed of cast iron pipes four feet in diameter, through which is brought the entire water supply of the city. It was designed by Maj. Gen. Meigs, of the U. S. A.

I think it very remarkable indeed that A. P. B., who has enjoyed the great advantage of examining so many authors, should have done it in a manner so superficial as to overlook the results of the numerous experiments of such men as Tredgold, Hodgkinson, Whipple, and Maj. Wade, of the U. S. Ordnance Corps; as also the practical experience of such well known engineers and builders of bridges as Whipple, Bollman, Fink and others; or surely he would not have taken for granted the statements of Mr. Edward Clark, that "Cast Iron Changes its Length nearly twice as much as Wrought Iron for every Ton of Imposed Load," and "that it does not recover itself fully after the load is removed, even when that load is but one ton to the inch." These properties A. P. B. observes, "are sufficient to give wrought iron the preference for compressive members in bridge construction."

In contradiction to the preceding, I quote the following facts: Hodgkinson, in his experiments on columns or hollow cylinders, the bearings of which were flat or at right angles with their axes, found that those of 48 diameters in length (10 feet long by 2½ inches diameter,) required a force of 18000 lbs. per square inch to break them, and that others of 84 diameters in length (10 feet long by 3½ inches in diameter,) required 26,000 lbs. per square inch to break them. His experiments also demonstrated the fact that columns of the same dimensions having both ends rounded, would require but one-third, and with one end rounded and one flat end, two-thirds of the above forces to break them. In many of the hollow columns tested, at the point of fracture the metal was found to be much thicker on one side than on the other, but they appeared to be generally as strong as those whose sides were of uniform thickness, (see Francis' work on cast iron columns.) Mr. Whipple in his valuable treatise

on bridges, page 52, observes, "with regard to the simple positive and negative strength of iron, it is only necessary for me to state in this place, that, as the result of a multitude of experiments, a bar of good wrought iron an inch square will sustain a positive strain of about 60,000 lbs. on the average; and a negative strain in pieces of a length not exceeding twice the least diameter, of about 90,000 lbs. Cast iron resists a positive strain equal to from 16,000 to 30,000 lbs. to the square inch, but usually not over 18,000 lbs., in fact it is seldom relied upon to sustain this kind of strain, and its power of resistance in this way is not so well determined as in the case of wrought iron. But cast iron resists a negative strain even better than wrought iron, its power of resistance being from 80,000 to 140,000 lbs., seldom less than 100,000 lbs. to the square inch, for pieces of a length not exceeding twice its least diameter. But in pieces of such dimensions as must usually be employed in bridges, fractures would take place by lateral deflection, with a much smaller force than would crush the material.

"It is therefore necessary to take into account the length and diameter, as well as the area of cross section, in order to determine the amount of negative strain which a piece of cast iron, or any other material may be relied upon to sustain."

According to the numerous experiments of Maj. Wade, of the U. S. Ordnance Corps, (see Haswell's Engineers' and Mechanics' pocket book, page 484,) we have the following as the comparative tensile, compressive, and torsional strength and hardness of wrought and cast iron:

	CAST IRON.			
	Tensile.	Compressive.	Torsional.	Hardness.
Least....	9,000	84,529	1,660	4.57
Greatest..	45,900	174,120	3,060	33.51
Mean	31,829	144,906	2,760	22.14
	WROUGHT IRON.			
Least....	38,027	40,000	1,296	12.14
Greatest..	74,592	127,720	1,836	14.45

Having had some experience in the construction of Iron Bridges, I will state some of the facts which have fallen under my own observation. During the years 1856-57 I constructed for the O. & F. R. R. Co. of Pa., across the Jordan Creek and Valley, a single track Deck Iron Bridge about 1120 feet long, and 89 feet high; the bridge consisted of eleven spans of 100 feet each, the side trusses (see figures 1, 2, 3,) were double cancel, and were divided into 12 panels each, they were 16 feet high, and were placed 10 feet apart from centre to centre. Each lower chord (see fig. 4, C. C. C.) was formed of eight round bolts of wrought iron, which were connected longitudinally with screw swivels (R. B.) and laterally with combination or angle plates of cast iron (D. D.) through which the chord bolts (C. C. C.) pass, the plates being held in position by means of the jam nuts (n. n.)

The end panels had each but one chord-rod (fig. 1, C. C.) which was secured to the base plates of the end posts in such a manner as to admit of the free expansion and contraction of the metal in the bridge. All of the post bearings were pivot at the bottom, and knuckle-joint or hinge at top, the posts were of cruciform section, the webs of the end posts were 12 inches wide by ½ of an inch thick at the middle, and tapered to about 5"x½" at each end (see fig. 11,) the webs of the intermediate posts varied from 9"x½" to 9"x½" thick at the centre, and tapered to 4"x½" and 4"x½" near the ends, (see figs. 4 & 10,) enlargements, recesses, &c., were made in the posts for the passage of the main rod counter diagonals etc. (See figs. 1, 2, 3, 4, 10, 11.)

The upper chords, (see figs. 4, G. G. G. & F.) consisted of hollow cylinders strengthened with 4 longitudinal webs and were turned off to a square bearing to receive the tenon of the cap F. The plate H to which the floor beams (s. s.) are secured, is made to clamp, loosely, the upper part of the cap F, so as to admit of a free expansion and contraction of the frame of the bridge, the woodwork of the track remaining unaffected.

Cross struts and vertical cross ties were secured

at every panel of the bridge, as shown in the end and intermediate sections, (see figs. 2 & 3, v. v. & s. s.) The upper part of the bridge was laterally braced throughout, but there was none in the bottom, except the end panels of each span.

The bridge was supported on trussed piers of cast and wrought iron, which varied from about 30 feet to 54 feet in height, these stood upon and were anchored fast to foundations of massive masonry, which were raised a few feet above high water mark.

The extreme end posts of the bridge rested on abutments of masonry, the back walls of which were carried up to grade. Figs. 1, 2, 3, show a general outline of the bridge and piers, and in the latter the columns P. P. P. were of cast iron of cruciform section, excepting the ends which were cylindrical, and were turned off to fit into each other with tenon and socket joints at the junction of each section of the piers. At bottom each column rested upon a pivot base which was bolted to the coping of the masonry.

The cross struts, which were of round, wrought iron, 2½ inches in diameter, passed through the columns; they had two screw nuts at each end, (for struts, see s. s. s.) for the purpose of retaining in position the columns and the eyes of the diagonal tie rods, t. t. t.

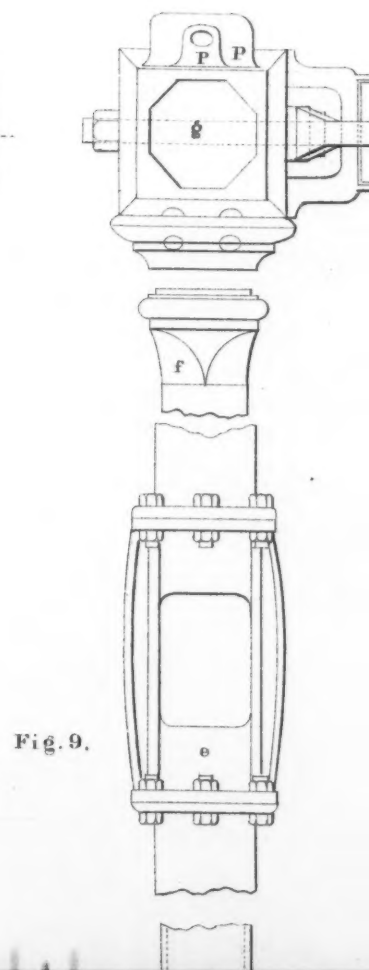
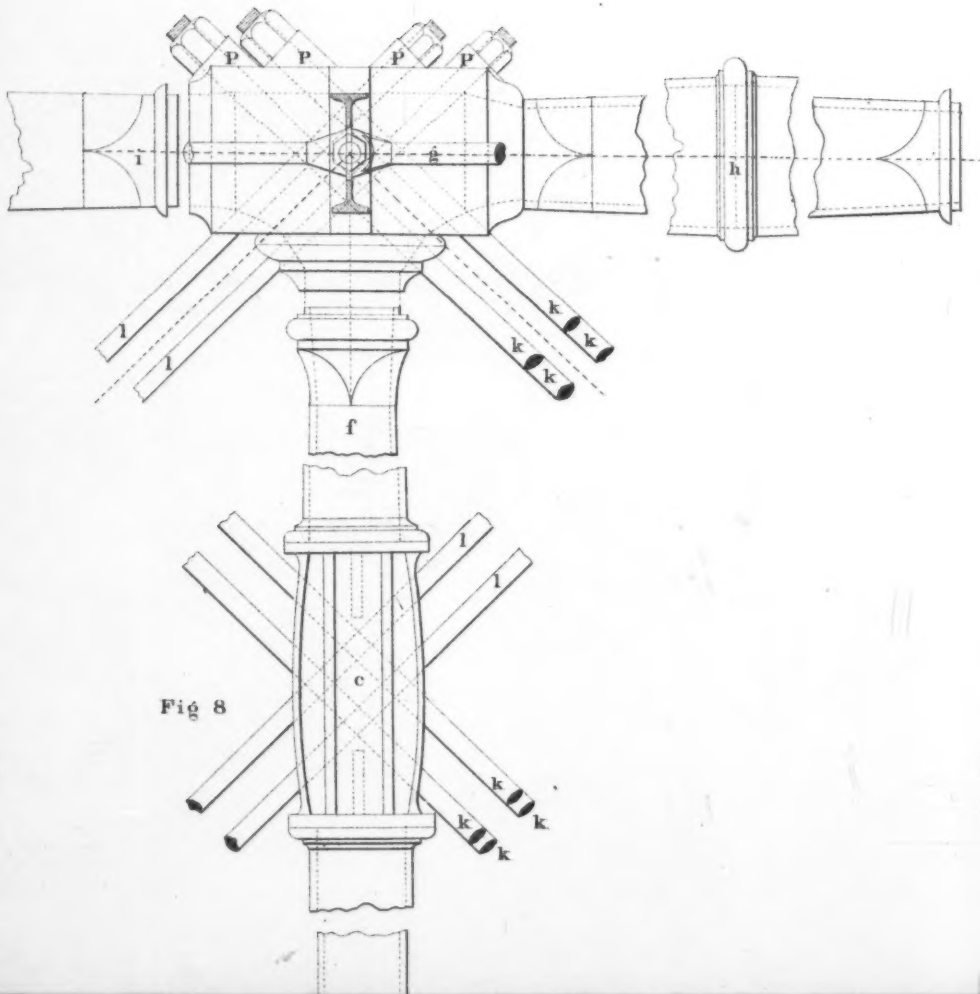
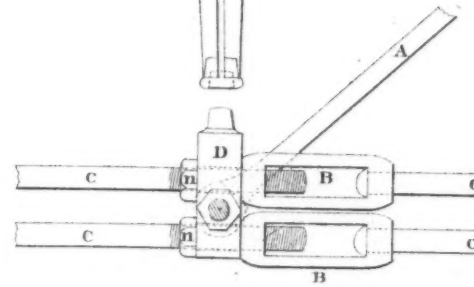
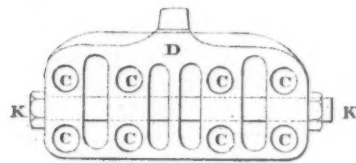
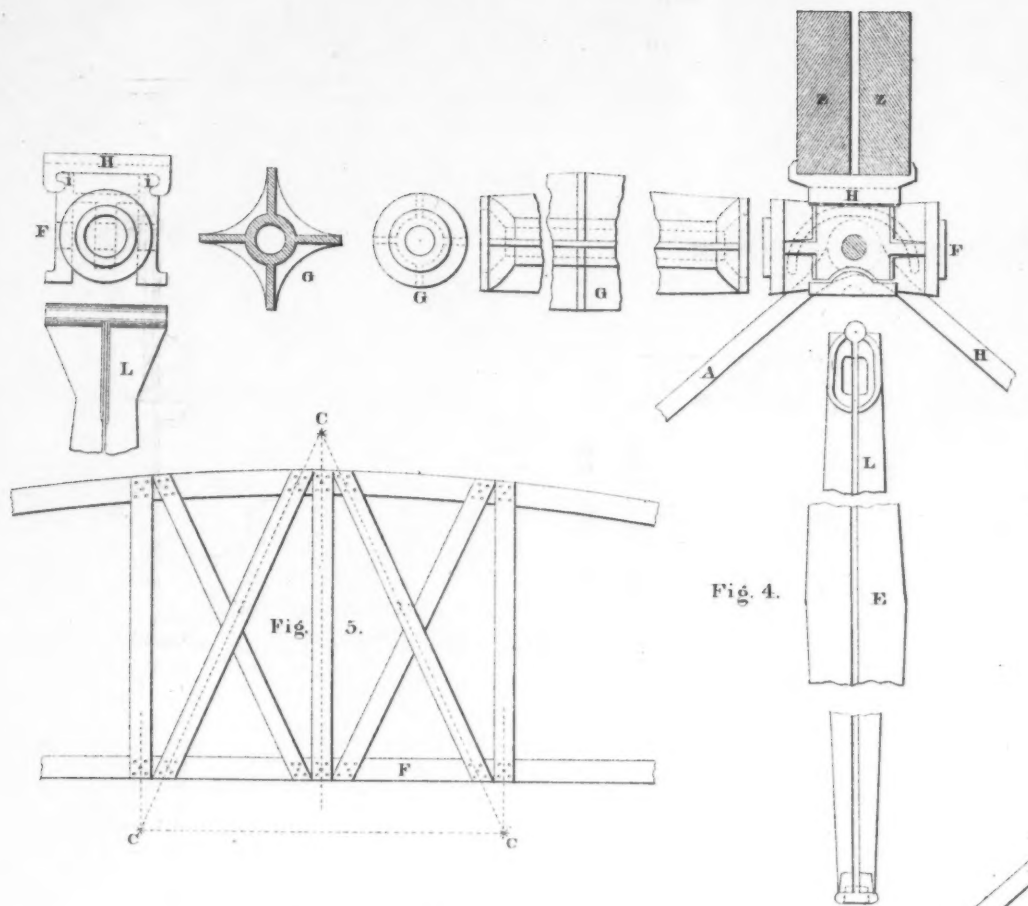
On the top of each sett of columns (four constituting a sett) was placed a cast iron frame, which for convenience, I call a spider frame. The spider frames were adjusted and held in position by means of four 2½ inch vertical screw bolts, each about 15 inches long, the bottoms of which were rounded and set in recesses in the top of the columns, the nuts being let into recesses in the underside of the spider frames. Pivot bearings were cast on the top of the spider frames for the end posts of the several spans of the bridge; the spider frames were also connected to each other by the cross struts, tie rods, and a cast iron cornice; the whole being secured to the masonry by means of the guy rods (g. g.) All of the posts and struts of the bridge were used as they came from the foundry, no machine work being required. The difference in the lengths of the posts being adjusted by means of wrought iron washers placed on the pivots.

All the main and counter diagonals, also all of the diagonal tie braces, both in the bridge and the piers, had eyes at each end, but were connected and adjusted with screw swivels. All of the screw ends of the bolts in the bridge and piers, except the struts of the latter, were enlarged.

The contract with the Company required all of the wrought iron work of the bridge to be tested with a tensile strain of 22,400 lbs. per sectional inch; and as there were between 5,000 and 6,000 bolts, it was rather a serious matter. During the operation of testing, several hundreds of the bolts broke in the welded parts, most of them in the eyes, only one broke in the screw part, a highly crystallized ¾ inch bolt.

I recollect one instance in which a full sett of chord rods for one or two panels broke while being tested; they had been welded, or rather an attempt had been made to weld them, and although before testing it could scarcely be seen where they had been united, so very smoothly and nicely had the work been executed, yet after being pulled apart it was scarcely perceptible where there had been any adhesion. On a subsequent occasion while experimenting with a working model of my testing machine, at the Locomotive and Machine Works of Trenton, N. J., I requested the foreman of the smiths' shop to procure a round bar of wrought iron one inch in diameter, about four feet long, and to have an eye formed at each end of the same; cautioning him to see that the welds were perfect. When he returned with the bar I asked, are you sure that the welds are perfect? to which he replied, "I will guarantee them." The bar was placed in the machine and power applied until the force reached 16,000 lbs. when one of the eyes broke, and Maj. Anderson, of Fort Sumpter notoriety, who was witnessing the operation, narrowly escaped having





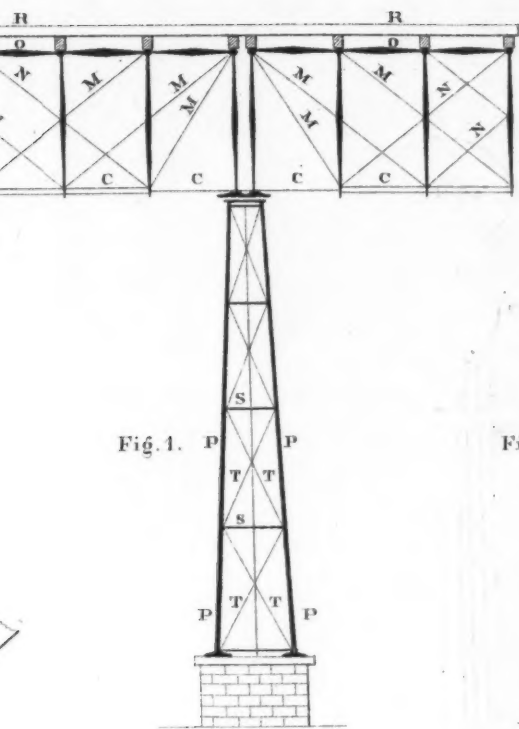


Fig. 1.

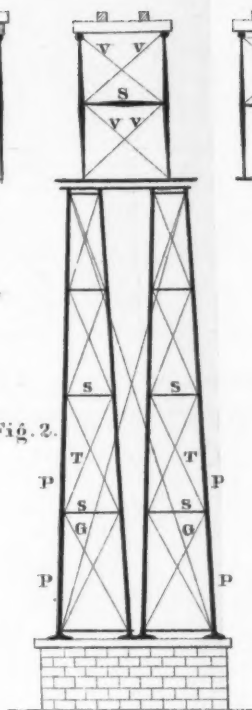


Fig. 2.



Fig. 3.

$L = 10 \text{ Diam}^2 = 63500$

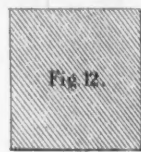


Fig. 12.

$L = 9 \text{ Diam}^2 = 61188$

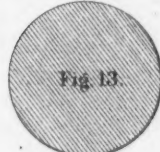


Fig. 13.

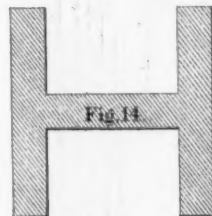


Fig. 14.

$L = 6 \frac{1}{2} \text{ Diam}^2 = 19290$

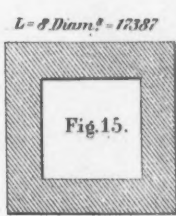


Fig. 15.

$L = 8 \text{ Diam}^2 = 17387$

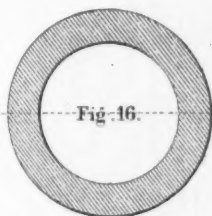


Fig. 16.

$L = 6 \frac{1}{2} \text{ Diam}^2 = 21804$

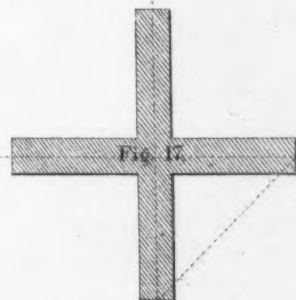


Fig. 17.

$L = 6 \frac{1}{2} \text{ Diam}^2 = 19290$

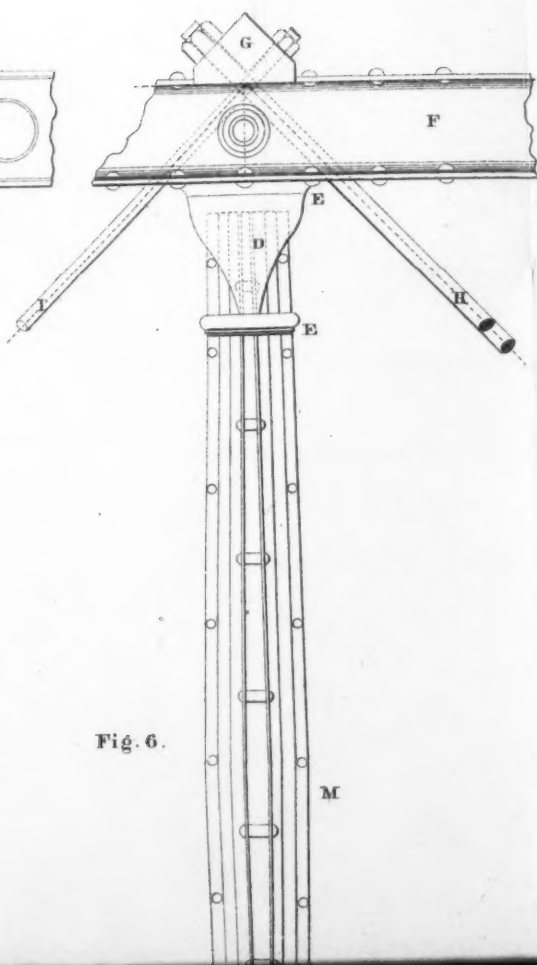
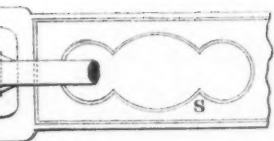
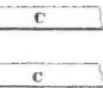


Fig. 6.

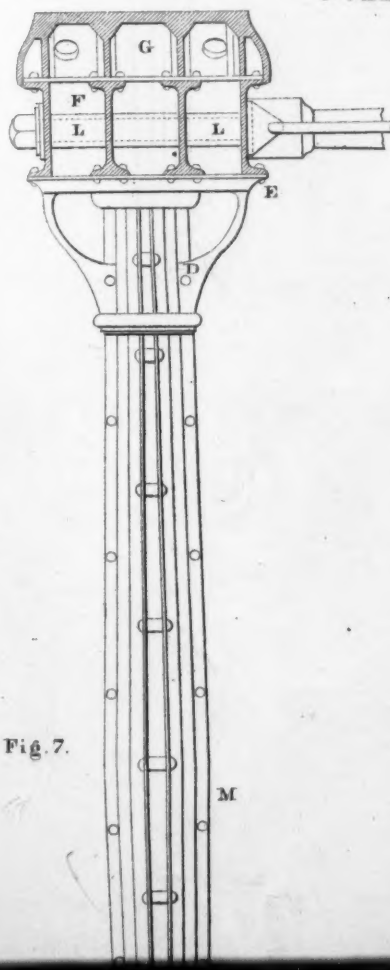


Fig. 7.

Fig 8

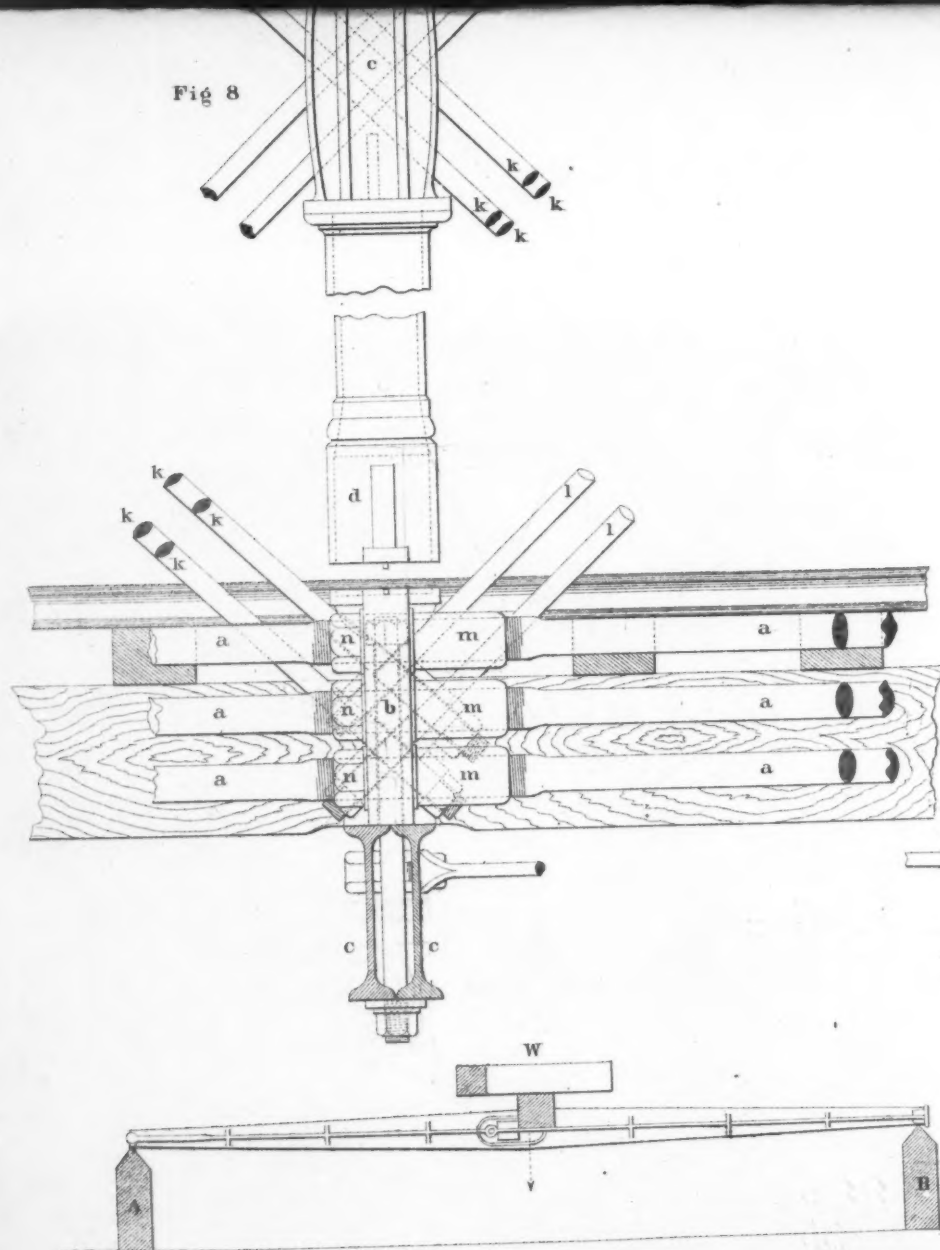


Fig. 9.

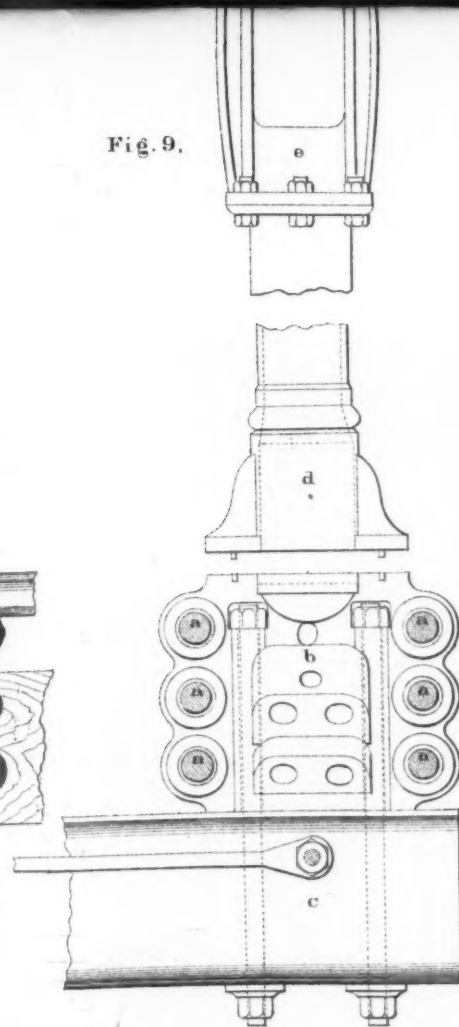


Fig. 10.

The Duval Steam Lith Co. Phila.

Fig. 6.

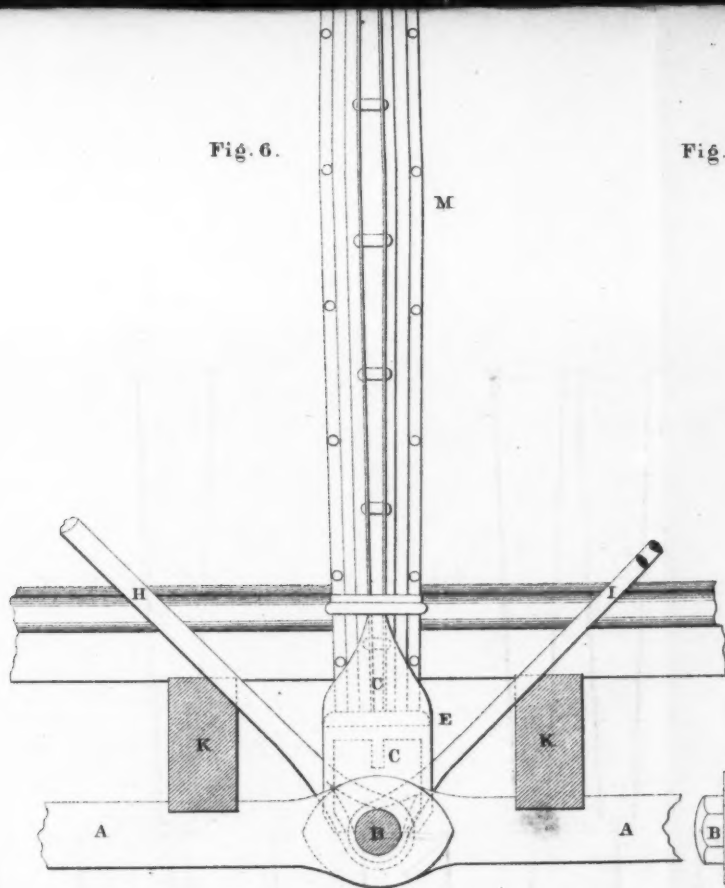


Fig. 7.

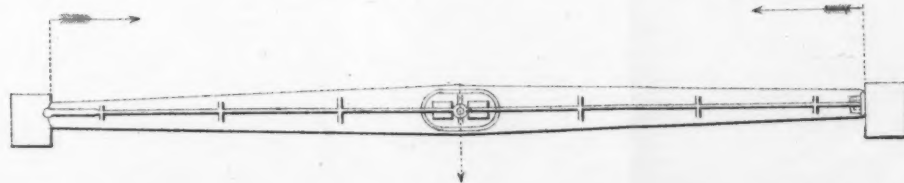
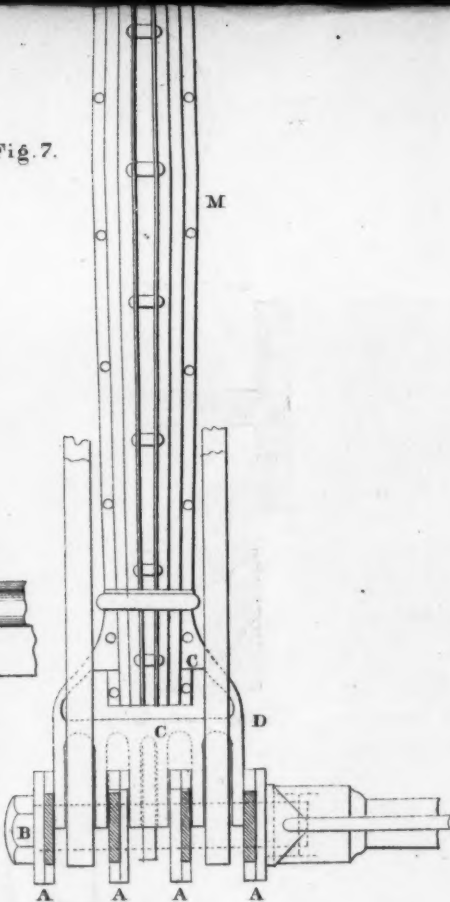


Fig. 11.

his leg broken by the cross head flying back. Upon examining the fracture, not more than two-thirds of the weld was found to be sound; on seeing which, the Major remarked, "that shows the importance of having all welded work tested."

While testing wrought iron bolts I have noticed in some instances bars have been broken when under a strain of about 60,000 lbs. per square inch presenting a fractured surface of fully one-third crystalline texture, the elongation of the bar being quite small. In one instance, two bars, each 12 feet long, were tested, the one after the other, each bar broke near the middle after elongating about 11 inches under a strain not exceeding 40,000 lbs. per square inch. At the point of fracture the bars were reduced probably 3-32nds of an inch in diameter, the surfaces of the fractured part were entirely fibrous and were too hot to handle without burning the hands.

The Jordan Iron Bridge at the time of its completion was one of the longest, if not the longest in the United States. There were comparatively few Iron Truss Bridges in the country at that time, and they were looked upon rather in the light of an experiment than otherwise.

The first stone of the masonry for the Bridge was laid August 27, 1856, and during the month of July, 1857, it was completed, and was tested with a load of 2,520 lbs. per foot lineal, or 112½ tons gross was placed upon one span and successively pushed and pulled over all the spans for the space of about one hour and a half, to the entire satisfaction of the officers of the company. This Bridge has been in use about thirteen years; and I was recently informed by Joshua Hunt, Esq., the President, that it is now in perfect order, and has cost nothing thus far to keep the iron work in repair.

The extension of iron under a force of 22,400 lbs. to the square inch was uniformly about 1-16 of an inch to every five feet in length, and the contraction precisely the same upon the removal of the strain.

The results of the testing proved conclusively the uncertainty of welded work, and the reliability of screw bolts; and I have ever since felt it to be my duty to use as small an amount of the former as possible. I allow no welds to be made in either the lower chord rods, or the main and counter diagonals of my bridges. Of course I use screw nuts, some of which are made by welding, but the force exerted on the weld can never exceed the one-fourth of that on the bolt, and may answer its purpose even though not quite sound. The cutting of the thread moreover, will test the soundness of the weld, which can readily be ascertained by inspection after the cutting. The breaking of a nut, however, rarely occurs, even though the power exerted should be greater than that which takes place in practical working.

While the second span was being erected I discovered some singular looking spots on the webs of several of the posts, which upon examination proved to be sand flaws, commonly termed honey combed, filled with a mixture of sulphur and plumbago. I had such posts removed, and at the request of the President of the Company, sent one of them—an end post—(see fig. 11,) to Catawauqua, where it was placed in a horizontal position in a hydraulic press, and subjected to a compressive strain of 160,000 lbs., which produced little or no deflection in it.

A defective intermediate post was placed in my own testing machine, and subjected to a compressive strain of about 53,700 lbs., which caused a downward deflection of the post of about two inches, more or less, from which it partially recovered on removing the strain.

At the foundry where cast, a sound intermediate post was placed upon props, (see fig. 10,) blocks of wood were placed each side the vertical web at the centre, a rectangular mass of iron of 4,000 lbs. weight was laid on top the blocks, and was mounted by three men of about 150 lbs each. The men then surged up and down awhile, breaking the vertical web from the bottom up to the cross web at a point about one foot from the centre of the post. Five men then got on, and after

surging awhile broke it in two. Another of the same kind of posts was tried with precisely the same results. The last two experiments indicate a positive strain of more than 32,500 lbs., and a negative strain of more than 66,000 lbs. to the square inch, not taking the surging into account.

I built a bridge for the Central R. R. of New Jersey, at Bound Brook, the end bearings of the upper chord of which, have neither been turned, planed, or had a tool on them, and yet these parts are constantly undergoing a compressive strain of 14,000 lbs. per square inch.

Another bridge of 92 feet spans on the line of the Newark and New York R. R., when loaded with 2,500 lbs. per foot, lineal, on each track, produces a strain on the upper chord of 19,000 lbs. per square inch, in both cases the elasticity of the metal remains perfect. Several years ago I erected an iron public road bridge, across the Lehigh river at Easton, Pa., the bridge consisted of two spans of 132 feet each; each span had three supporting trusses, there being two carriage-ways, and two outside footwalks; each carriage-way was 11½ feet wide, and each footwalk 4 feet wide. The floor beams and all parts acting by compression were of cast iron, and all those acting by tension of wrought iron. The joists and flooring were of wood. Over this bridge there has been a great deal of heavy teaming, the street railroad is also laid over it. I have been credibly informed that during the late civil war, the troops marched over it keeping step to the music of the fife and drum, and that too, while the bridge was otherwise crowded with human beings. I thought it was rather a foolhardy experiment, as it was quite light and not designed to be so used. I now think that all such bridges should be constructed with such a contingency in view, for should one break down when so laden, the result would be terrible.

The facts I have stated prove beyond a doubt in my opinion, the reliability of cast iron for compressive members in bridge construction, either alone as in an arch, or in combination with wrought iron or steel as in a truss.

(To be continued.)

Commerce of San Francisco.

Our exports of treasure for the first nine months of 1870, compared with those for the similar period in 1869, were as follows:

	1869.	1870.
New York	\$10,891,840	\$10,513,948
England	9,570,280	8,845,745
France	1,499,874	190,400
China	4,510,713	4,384,961
Japan	2,433,497	1,378,099
Philippine Islands	8,000	.....
Chili .....	.....	487,510
Peru	30,780	682,087
Central America	979,487	15,000
Panama	544,191	225,497
British Columbia	29,100	.....

Total

The amount of treasure exported from San Francisco in the first nine months of 1869 was \$29,058,100, against \$31,727,000 for the same time in 1867, and \$34,690,000 in 1866.

The annexed table sets forth the character of our treasure exports for the first nine months of 1869 and 1870:

	1869.	1870.
Gold Bars	\$11,671,425	\$7,571,335
Silver bars	8,980,104	8,864,680
Gold coin	6,784,183	7,208,791
Silver coin	79,000	.....
Gold dust	23,598	6,605
Mexican dollars	1,780,199	3,058,660
Doubloons	6,208	.....
Legal tenders	214,095	13,284

Total

The comparison shows a decrease of \$4,100,000 in gold bullion, and an increase of \$414,000 in gold coin, and \$278,000 in Mexican coin. The amount of fine gold exported for the same time in 1868, was \$15,538,870.

We give a summary of the export trade of this port for the past nine months, together with a comparison for the corresponding period last year. By months the exports have been as follows:

	Merchandise.	Treasure.	Total.
January	\$1,166,888	\$3,274,744	\$4,441,632
February	981,726	3,199,519	4,181,245
March	1,185,972	3,780,047	4,966,019
April	1,557,354	3,282,929	4,840,283
May	1,095,919	1,786,321	2,882,240
June	911,974	2,704,961	3,616,935
July	1,685,901	3,330,214	4,995,115
August	1,404,845	2,132,641	3,537,486
September	1,557,149	3,281,980	4,839,129

Total

The value of the merchandise shipped hence by sea for the quarter ending Sept. 30, was \$4,622,000, against \$6,498,600 for the same time in 1869, \$6,405,900 in 1868, \$6,160,200 in 1867, and \$4,107,100 in 1866. Our treasure exports for the past quarter amounted to \$8,744,800, against \$9,442,600 same quarter in 1869, and \$8,196,900 same quarter in 1868. During the first nine months of 1869 our combined exports of merchandise and treasure amounted to \$40,732,700, against \$46,209,800 same time in 1868, \$48,017,800 same time in 1867, and \$46,841,600 same time in 1866.

The value of our foreign imports for the nine months under review may be approximately stated at \$12,000,000. This is exclusive of the goods received here in bond in transit to other markets outside of California.

There is no way of arriving at the value of our domestic imports, though since Jan. 1 the Panama steamers have brought us free goods to the amount of \$8,514,000 in currency, and also merchandise to the value of \$124,355 in transit for China. The weight of the goods received by the way of Cape Horn for the same period amounted to 120,000 tons. A large quantity of freight has also been received from the Atlantic States over the railroad. The usual supplies of produce have also been received from various sources on the Pacific coast.

The arrivals of tonnage from all quarters during the past nine months compare as follows with the same period last year:

	1869.	1870.
From Vessels.	Tons.	Tons.
Domestic Pacific ports	2,211	440,207
Domestic Atlantic ports	124	181,950
Foreign ports	346	808,635

Total

The following table shows the monthly demand for duties on foreign imports at this port and the collections of internal revenue in the San Francisco District for the first three-quarters of the year:

	1870.	Customs Receipts.	Internal Revenue.
January	\$491,351	\$214,846
February	595,991	186,507
March	802,310	285,618
April	679,480	220,098
May	629,126	253,607
June	800,428	514,570
July	582,789	488,395
August	769,968	249,124
September	828,727	292,194

Total

The amounts compare as follows with those for the corresponding period in previous years,

	1867.	1868.	1869.
Customs	\$5,993,004	\$6,560,731	\$6,341,866
Excise	3,691,784	3,282,073	2,555,826

Total

The amount collected for internal revenue has been growing less for two years, and will be still smaller in the future.—San Francisco Bulletin.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824	J. & J.	Jul. '09	Hartford and New Haven...100	3,300,000	J. & J.	Oct. '70	Portl., Saco & Portland...100	\$1,500,000	J. & D.	Jun. '70
American Central...100	800,000	J. & J.	Jul. '09	Hannibal and St. Joseph...100	3,000,000	Aug. '70	Aug. '70	Providence & Worcester...100	1,800,000	J. & J.	Jul. '70
Atlantic and West Point...100	1,232,200	J. & J.	July '70	Do. co. pref.100	5,238,830	Aug. '70	Aug. '70	Raleigh and Gaston...100	2,000,000	A. & O.	Oct. '70
Atlantic & N. Carolina...100	5,645,225	-----	-----	Hanover Branch, Pa. 50	116,850	M. & N.	May '70	Rensselaer and Saratoga...100	3,000,000	-----	-----
Atlantic & Gt. Western 50	25,379,923	-----	-----	Housatonic...100	820,000	J. & J.	July '70	Richmond and Danville...100	1,041,800	-----	-----
Do. pref. 50	1,919,000	-----	-----	Huntingdon & B'd Top 50	494,880	J. & J.	July '70	Richmond and Petersburg...100	847,100	-----	-----
Atlantic & St. Lawrence...100	2,484,900	M. & S.	Mar. '70	Do. pref. 50	190,750	J. & J.	July '70	Rich. Fred. and Potomac...100	1,041,800	-----	-----
Augusta and Savannah...100	733,700	J. & J.	Jan. '70	Illinois Central...100	25,278,710	F. & A.	Aug. '70	Rockport...100	88,400	-----	-----
Baltimore and Ohio...100	16,152,962	A. & O.	Oct. '70	Indianapolis, Cin. & Lafayette...100	6,185,897	M. & S.	Sep. '70	Rome, Watert. and Ognb...100	2,400,000	J. & J.	July '70
Do. Washington Br...100	2,660,000	F. & A.	Aug. '70	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan. '70	Rutland preferred...100	2,200,000	F. & A.	Aug. '70
Baltimore City Passenger...100	670,000	A. & O.	Apr. '08	Joliet and Chicago...100	1,600,000	J. & J.	July '70	St. L. Alt. and T. Haute...100	2,200,000	-----	-----
Bay de Noquet & Marq...100	1,260,000	-----	-----	Joliet & North Indiana...100	300,000	J. & J.	July '70	St. L. Jack'nv. and Chic'o...100	2,400,000	Annual.	June '70
Belvidere Delaware...100	996,250	J. & J.	Oct. '70	Lake Shore & Mich. So. 100	36,000,000	F. & A.	Aug. '70	Sandusky and Olinnatt...100	2,089,000	-----	-----
Berkshire...100	600,000	J. & J.	Oct. '70	Do. guar. 100	633,500	F. & A.	Aug. '70	Do. pref. 100	445,596	M. & N.	Nov. '69
Blossburg & Corning...50	250,000	J. & J.	July '70	Lackawanna & Bloomsb...50	1,335,000	-----	-----	Sand. Manaf. and Newark...100	901,341	-----	-----
Blossburg and Albany...100	13,728,100	J. & J.	Oct. '70	Leeds and Farmington...50	2,168,565	J. & J.	Jan. '70	Savannah and Charleston...100	1,000,000	-----	-----
Boston and Chelsea...100	110,000	A. & O.	Oct. '70	Lehigh and Mahanoy...50	6,739,800	M. & N.	May '70	Schuykill and Susqueh...60	1,264,180	-----	-----
Boston, Concord & Mont...100	450,000	M. & N.	May '70	Lehigh and Susquehanna...50	10,131,400	J. & J.	Oct. '70	Second and Third St. (Ph.) 50	203,787	J. & J.	July '70
Do. pref. 100	1,240,400	J. & J.	July '70	Lehigh Luzerne...50	344,650	J. & J.	Jan. '70	Schuykill Valley...50	578,050	J. & J.	Jan. '70
Boston and Lowell...500	1,891,500	J. & J.	July '70	Little Miami...50	3,572,400	J. & J.	Jun. '70	Seaboard and Roanoke...100	888,200	-----	-----
Boston and Maine...100	4,076,974	J. & J.	July '70	Little Schuylkill...50	2,646,100	J. & J.	July '70	Second Avenue (N. Y.)...100	670,000	-----	-----
Boston and Providence...100	3,360,000	J. & J.	July '70	Lomb. and South St. (Ph.) 25	90,000	-----	-----	17th & 19th streets (Ph.)...50	130,000	-----	-----
Broadway (South Boston) 50	400,000	J. & J.	Oct. '70	Long Island...50	3,000,000	F. & A.	Aug. '70	Shamokin V. and Pottav...60	869,450	F. & A.	Feb. '70
Broadway & 7th Av. (N. Y.) 100	2,100,000	F. & A.	Nov. '69	Louisv., Cin. and Lex...50	1,021,736	J. & J.	Jul. '70	Shore Line...100	688,200	J. & J.	Jan. '70
Brooklyn City...100	1,000,000	J. & J.	Jan. '70	Do. pref. 100	848,515	J. & J.	Jul. '70	Sixth Avenue (N. Y.)...100	750,000	-----	-----
Brooklyn City & New'n...100	399,800	-----	-----	Louisville and Nashville...100	8,780,501	F. & A.	Aug. '70	Somerville...100	75,000	M. & N.	May '70
Buff, Bradford & Pitta...100	1,100,000	M. & N.	May '70	Louisv., N. Alb. & Chicago...100	2,800,000	M. & S.	Sep. '68	South Carolina...100	6,819,275	-----	-----
Buff, New York & Erie...100	960,000	F. & A.	Aug. '70	Lowell and Lawrence...100	300,000	A. & O.	Oct. '70	South Shore...100	259,685	-----	-----
Buffalo and Erie...100	5,000,000	A. & O.	Oct. '70	Lowell Horse...100	65,830	J. & J.	Oct. '70	South Western, Georgia...100	3,939,900	F. & A.	Aug. '70
Cambridge Horse (Boston) 100	777,800	F. & A.	Aug. '70	Macon and Western...100	2,000,000	J. & J.	July '70	Staten Island...100	600,000	J. & J.	Jan. '70
Camden and Amboy...100	5,000,000	-----	-----	Mahanoy & B'd Mount'n 50	1,676,915	-----	-----	Stony Brook...100	267,800	M. & N.	May '70
Camden and Atlantic pref. 50	600,000	-----	-----	Maine Central...100	1,611,500	-----	-----	Steubenville and Indiana...100	1,983,141	-----	-----
Camden & Burlington Co. 100	331,000	-----	-----	Manchester & Lawrence...100	1,000,000	M. & N.	May '70	Stockbridge & Pittsfield...100	443,700	-----	-----
Cape Cod...100	721,926	J. & J.	July '70	Marletta & Cincinnati...100	3,029,778	M. & S.	Sep. '68	Syr., Bingham. and N. Y. 100	250,000	F. & A.	Aug. '70
Cape May and Millvi...50	447,000	J. & J.	June '70	Do. 1st pref. 50	810,719	M. & S.	Sep. '68	Taunton Branch...100	260,000	J. & D.	Jun. '70
Cape May...100	1,150,000	M. & N.	May '70	Do. 2d pref. 50	4,490,368	M. & S.	Sep. '68	Tennessee and Alabama...100	566,922	-----	-----
Catawissa pref...50	2,200,000	M. & N.	May '70	Memphis and Charleston...100	6,812,726	-----	-----	Terre Haute and Indiana...100	1,983,150	J. & J.	July '70
Catskill & Susquehanna...50	839,110	J. & J.	July '70	Memphis and Ohio...100	570,000	-----	-----	Third Avenue (N. Y.)...100	1,760,000	-----	-----
Cedar Rapids & Mo. pref. 50	765,000	M. & N.	May '70	Metropolitan (Boston)...100	1,250,000	J. & J.	July '70	Thirteenth and Fif. (Ph.)...50	2,700,000	J. & J.	May '70
Central of Georgia...100	4,666,800	J. & J.	July '70	Michigan Central...100	11,197,345	J. & J.	July '70	Tol., Peoria and Warsaw...100	1,700,000	-----	-----
Central of New Jersey...100	15,000,000	J. & J.	June '70	Middlesex (Boston)...100	400,000	A. & O.	Oct. '70	Do. (E. D.) pref. 100	1,200,000	-----	-----
Central Ohio...100	2,600,000	J. & J.	June '70	Mill Creek and Minehill...100	323,375	J. & J.	Jan. '70	Do. (W. D.) pref. 100	1,200,000	-----	-----
Do. pref. 100	400,000	J. & D.	June '70	Millville and Glassboro...100	406,020	F. & A.	Feb. '70	Tol., Wabash and West...100	11,700,000	M. & N.	May '70
Cen. Park, N. & E. River...100	970,000	J. & J.	Oct. '70	Do. 1st pref. 100	7,695,104	-----	-----	Troy and Boston...100	607,111	J. & D.	Jun. '70
Chemung pref...100	2,017,825	J. & J.	July '70	Do. pref. 100	9,744,265	-----	-----	Troy and Greenbush...100	274,400	-----	-----
Chesapeake and Alton...100	6,141,800	M. & S.	Sep. '70	M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '70	Union Transport'n (Box)...100	200,000	-----	-----
Chicago...100	2,435,400	M. & S.	Sep. '70	Mobile and Ohio...100	3,782,400	J. & J.	Jul. '70	Union (Phila.)...60	291,478	J. & J.	July '70
Chicago, Burl. & Quincy 50	13,825,025	J. & J.	July '70	Montgomery & W. Point...100	1,644,104	J. & D.	Dec. '67	Utica and Black River...100	834,400	J. & J.	July '70
Chicago, Iowa & Nebras...100	2,600,000	J. & J.	July '70	Morris and Essex...50	7,880,100	J. & J.	Dec. '67	Vermont and Canada...100	2,600,000	J. & D.	June '70
Chicago and Milwaukee...100	2,227,000	J. & D.	June '70	Mt. Carbon & Ft. Carbon* 50	282,350	J. & J.	July '70	Vermont Central...100	5,000,000	-----	-----
Chicago & N. Western...100	14,560,162	J. & D.	Dec. '69	Nashua and Lowell...100	720,000	M. & N.	May '70	Vermont and Massachusetts 100	2,800,000	J. & J.	July '70
Do. pref. 100	18,169,097	J. & D.	June '70	Nashville & Chattanooga...100	2,066,544	F. & A.	Feb. '70	Vicksburg and Meridian...100	367,408	-----	-----
Chicago, B. I. & Pacific...100	16,000,000	A. & O.	Oct. '70	Do. pref. 100	1,488,600	-----	-----	Virginia Central...100	2,353,679	-----	-----
Cin. Ham. & Dayton...100	3,600,000	A. & O.	Apr. '70	New Bedford & Taunton...100	500,000	J. & J.	July '70	Virginia and Tennessee...100	3,608,200	-----	-----
Cincinnati City Passenger...100	1,000,000	J. & J.	Jan. '70	New Haven & London...100	738,588	-----	-----	Western Union...100	4,707,693	-----	-----
Do. Street...100	428,646	M. & N.	May '70	N. Haven & Northampton...100	1,344,000	J. & J.	Jan. '70	West Jersey...100	1,209,000	F. & A.	Aug. '70
Cin. Sand. & Cleve. pref. 50	192,750	J. & J.	July '70	New Jersey...100	6,250,000	F. & A.	Aug. '70	West Philadelphia...100	249,100	J. & J.	July '70
Citizens Passenger (Phila.) 50	10,450,000	F. & A.	Aug. '70	New London Northern...100	896,000	-----	-----	Wilm. and Weldon...100	1,468,776	-----	-----
Cleveland & Mahoning...50	2,056,400	M. & N.	May '70	N.Y. Central & Hudson R. 100	45,000,000	A. & O.	Oct. '70	Winchester and Potomac...100	1,547,650	J. & J.	July '70
Cleveland and Pittsburgh...50	5,988,778	J. & J.	Aug. '70	Do. pref. 100	21,481,460	A. & O.	Oct. '70	Warren...100	1,547,650	-----	-----
Cleveland and Toledo...50	5,000,000	F. & A.	Aug. '70	Do. old int. cer. 100	22,829,000	-----	-----	Worcester and Nashua...75	1,622,500	J. & J.	Jul. '70
Cleveland and Indiana Cen. 100	10,400,000	J. & D.	June '70	New York and Harlem...100	5,000,000	J. & J.	July '70	CANALS.			
Columbian and Xenia...50	1,788,300	M. & N.	May '70	Do. pref. 50	1,500,000	J. & J.	July '70	Chesapeake and Delaware 50	1,518,968	J. & D.	June '70
Concord...100	1,600,000	J. & J.	July '70	New York & New Haven...100	9,000,000	J. & J.	July '70	Chesapeake and Ohio...25	3,228,595	-----	-----
Concord & Portl. guar. 100	350,000	J. & J.	July '70	N. Y., Provid. & Boston...100	2,000,000	J. & J.	July '70	Delaware Division...50	1,633,350	F. & A.	Aug. '70
Coney Island & Brooklyn 100	600,000	-----	-----	Niag. Bridge & Cananda...100	1,000,000	J. & J.	Jan. '70	Delaware and Hudson...100	10,000,000	F. & A.	Aug. '70
Conn. & Passumt. Havers...100	189,000	-----	-----	Ninth Avenue...100	797,400	J. & J.	July '70	Delaware and Raritan...100	2,521,300	F. & A.	Aug. '70
Do. pref. 100	1,822,100	F. & A.	Aug. '70	Norfolk & Petersburg guar. 100	137,500	J. & J.	July '70	Erie of Pennsylvania...50	64,000	-----	-----
Connecticut River...100	1,700,000	J. & J.	July '70	North Carolina...100	4,000,000	A. & J.	May '70	Lehigh Coal and Navigat...50	8,739,800	M. & N.	May '70
Cornwall Valley...50	1,316,900	A. & O.	Apr. '70	Norfolk Central...100	6,000,000	M. & N.	May '70	Monongahela Navigation...50	725,100	J. & J.	July '70
Danbury and Newrick...100	400,000	-----	-----	North Eastern (S. O.) pref. 100	155,000	-----	-----	Morris (consolidated)...10	1,025,000	F. & A.	Feb. '70
Dayton and Michigan...100	2,380,646	J. & J.	July '70	Northern of N. Hampsh...100	3,068,400	J. & D.	June '70	Do. (preferred)...100	1,175,000	F. & A.	Feb. '70
Delaware...50	694,280	J. & J.	July '70	North Pennsylvania...50	3,150,150	-----	-----	Pennsylvania...100	4,300,000	-----	-----
Del. Lackaw. & Western...100	13,386,000	J. & J.	July '70	Norwich & Worcester...100	2,368,000	J. & J.	Aug. '70	Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb. '70
Des Moines Valley...100	1,820,200	-----	-----	Ogdensb. & L. Champ'n...100	2,040,900	J. & J.	July '70	Do. (pref.) 50	2,888,805	F. & A.	Feb. '70
Detroit & Milwaukee...100	452,350	-----	-----	Do. pref. 100	1,994,900	A. & O.	Oct. '70	Susq. and Tide Water...50	2,002,748	-----	-----
Do. pref. 100	2,095,000	-----	-----	Ohio and Mississippi...100	20,000,000	J. & J.	July '70	Union...50	2,907,850	-----	-----
D. Dock, E. B'd. & Bat...100	1,200,000	F. & A.	May '70	Do. pref. 100	3,500,000	J. & D.	Jun. '70	Do. preferred...50	2,907,850	-----	-----
Dubuque and Sioux City...100	1,673,941	J. & J.	July '70	Oil Creek & Allegheny R. 50	4,250,000	J. & J.	Oct. '70	W. Branch and Susq...50	1,100,000	J. & J.	Jan. '70
Do. pref. 100	1,297,351	J. & J.	July '70	Old Colony & Newport...100	4,848,320	J. & J.	July '70	Wyoming Valley...50	800,000	Irregular	Oct. '70
East Mahanoy...50	392,550	J. & J.	July '70	Orange and Newark...100	281,550	-----	-----	MISCELLANEOUS.			
Eastern (Mass.)...100	3,883,300	J. & J.	July '70	Oswego and Syracuse...50	482,400	F. & A.	Aug. '70	Pacific Mail Steamship...100	20,000,000	M. & S.	Sept. '69
Eastern (N. H.)...100	492,500	J. & J.	July '70	Pacific of Missouri...100	385,515	-----	-----	West'n Union Telegraph...100	41,063,000	J. & J.	Jan. '70
East Pennsylvania...50	664,900	-----	-----	Panama...100	7,000,000	J. & J.	July '70	American Coal...25	1,500,000	M. & S.	May '70
East Tenn. and Georgia...100	1,290,067	J. & J.	July '70	Patterson and Ramapo...100	248,500	J. & J.	July '70	Ashburton...50	2,600,000	J. & D.	Dec. '66
East Tenn. and Virginia...100	1,902,000	J. & J.	July '70	Patterson and Hudson River 100	630,000	J. & J.	May '70	Butler Coal...25	600,000	J. & D.	Dec. '64

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,160	51,881	60,029	81,156	95,828	121,702	174,512	181,297	200,550	212,100	128,166	75,871	1,470,858
1868.....	64,468	80,987	81,306	96,481	106,835	164,729	269,590	261,882	262,770	296,422	286,582	342,743	2,300,787
1869.....	212,604	301,308	301,308	485,048	568,270	556,080	682,657	511,854	608,788	576,642	586,366	410,000	5,070,882
1870.....	418,104	394,176	488,388	638,768	768,720	729,274	784,099	806,040	838,418	.....	.....	.....	.....
Chicago and Alton:													
1863.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864.....	164,418	196,803	162,723	178,786	206,090	224,257	224,257	312,165	364,554	320,879	307,303	262,015	2,770,484
1865.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866.....	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,688	380,223	323,080	271,247	3,695,158
1867.....	243,787	167,832	235,961	282,165	335,510	342,358	354,244	415,982	406,999	426,782	356,102	330,169	3,892,861
1868.....	276,117	275,140	287,094	270,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,608,643
1869.....	343,182	315,099	388,727	328,300	345,833	402,454	351,045	493,232	506,623	468,212	397,515	340,551	4,981,563
1870.....	323,978	323,825	344,366	384,653	395,044	411,986	421,485	501,049	498,635	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863.....	140,024	130,225	122,512	126,798	144,985	170,987	189,142	160,806	210,729	218,080	190,435	201,134	1,989,267
1864.....	158,735	175,482	243,150	185,013	198,679	248,178	224,980	307,874	375,890	324,865	336,617	321,037	3,065,470
1865.....	306,554	246,381	299,408	284,612	321,518	321,518	344,121	306,231	389,489	307,523	270,073	201,779	3,813,514
1866.....	241,395	183,385	257,280	208,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,285	3,466,922
1867.....	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	506,403	506,549	442,275	377,053	4,368,614
1868.....	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	501,209	424,589	333,435	4,767,464
1869.....	338,319	308,208	398,740	388,386	449,982	528,541	455,807	632,652	738,555	584,156	479,236	393,468	5,694,109
1870.....	401,275	449,655	500,393	448,300	507,900	529,512	462,400	556,100	579,000	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	.....	.....	.....	.....	.....	366,100	281,334	296,160	478,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,363	466,830	555,145	480,710	519,306	609,005	729,759	716,378	663,400	6,114,566
1865.....	541,005	482,164	499,296	468,358	555,623	747,942	702,691	767,608	946,707	932,683	754,671	547,842	7,976,490
1866.....	523,566	399,917	523,845	537,519	558,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,420
1867.....	696,147	574,664	756,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,536	870,990	11,632,739
1868.....	724,890	807,478	850,192	1,004,567	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,670,967	1,107,064	1,001,987	13,884,471
1869.....	892,093	830,287	1,142,165	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,295,673	1,371,780	1,140,145	845,708	13,856,467
1870.....	706,025	763,782	858,359	929,077	1,177,897	1,154,520	1,080,946	1,246,313	1,276,171	.....	.....	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1863.....	242,205	236,160	242,509	238,435	198,959	203,696	218,347	271,425	287,451	288,296	262,798	280,061	2,918,342
1864.....	204,112	180,840	239,522	247,661	241,456	259,408	283,897	341,783	320,025	293,615	271,555	242,621	3,096,965
1865.....	201,500	218,600	244,161	245,048	260,169	274,021	249,355	319,012	317,887	.....	.....	.....	.....
Illinois Central:													
1862.....	100,130	284,637	198,064	191,648	205,246	269,282	261,079	362,756	414,543	410,336	372,593	359,468	3,445,827
1863.....	299,944	271,085	278,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,171,028
1864.....	327,900	416,588	495,762	408,797	406,273	510,100	423,678	640,179	799,236	661,391	657,141	608,402	6,329,471
1865.....	571,536	528,972	616,665	516,608	460,573	617,682	578,408	747,469	739,736	641,589	543,887	518,088	7,181,208
1866.....	603,053	505,286	505,465	411,606	569,250	567,679	480,626	578,283	671,848	661,971	588,219	504,066	6,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	616,498	525,242	709,327	738,530	823,901	727,810	613,329	7,190,992
1868.....	597,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,941	7,617,629
1869.....	669,188	524,093	709,645	568,282	640,975	778,261	698,228	841,368	979,401	914,406	814,413	696,677	8,823,482
1870.....	664,587	668,391	644,374	597,671	695,253	769,215	645,768	861,358	870,584	.....	.....	.....	.....
Marietta and Cincinnati:													
1863.....	90,411	85,447	84,251	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	128,502	1,201,239
1864.....	94,136	78,976	92,910	92,768	90,520	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1865.....	92,483	81,599	98,482	108,461	95,416	95,924	108,413	126,566	121,519	126,065	119,169	121,408	1,246,095
1866.....	98,517	91,666	103,558	109,526	111,033	118,648	114,495	129,888	140,473	132,860	131,019	109,629	1,390,522
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864.....	256,600	304,445	338,454	320,651	287,126	316,255	278,801	356,862	402,219	407,107	448,084	411,806	4,120,122
1865.....	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,576	486,808	524,790	495,072	351,799	4,926,727
1866.....	312,846	277,284	412,716	413,970	418,749	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,950,528
1867.....	305,867	311,058	395,372	409,248	357,140	307,968	313,130	434,518	488,388	530,871	429,785	380,034	4,663,508
1868.....	332,021	338,335	378,735	452,429	399,630	365,117	308,502	487,600	521,326	434,886	436,399	437,508	4,961,153
1869.....	1,006,998*	880,593*	1,140,000*	473,544	445,142	408,139	727,045*	838,777*	1,389,735*	1,279,602*	1,124,745*	1,048,272*	.....
1870.....	931,873*	1,006,961*	1,162,897*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862.....	230,159	159,658	151,902	175,696	186,089	174,002	172,189	216,024	296,656	322,369	307,474	258,634	2,650,702
1863.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	370,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	366,663	329,105	413,601	476,661	490,694	447,670	328,870	4,520,550
1866.....	282,439	265,796	343,737	365,196	335,083	324,969	369,646	429,161	498,640	414,604	380,669	320,116	4,260,116
1867.....	304,095	283,661	375,210	382,783	339,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,013
1868.....	343,316	304,316	326,880	415,759	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,609,571
1869.....	384,120	320,636	386,527	411,514	408,846	366,623	329,950	353,569	478,546	490,772	448,419	374,642	4,744,164
1870.....	337,992	329,128	380,430	412,030	405,283	363,187	326,691	378,890	497,990	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	291,143	316,266	401,500	369,366	365,412	360,565	751,738	1,101,771	775,616	454,823	5,063,593
1868.....	369,228	321,208	383,508	456,412	555,718	458,191	423,308	622,682	1,024,045	1,037,464	556,917	469,880	6,517,746
1869.....	454,590	330,400	430,951	460,288	630,844	678,923	566,581	525,547	724,782	1,040,102	801,195	696,966	7,250,669
1870.....	496,171	382,823	377,000	448,132	730,700	755,737	636,434	661,020	808,318	.....	.....	.....	.....
North Missouri:													
1869.....	119,721	94,927	136,265	149,184	139,000	150,416	160,140	155,586	231,662	.....	.....	.....	.....
1870.....	213,101	196,207	269,161	269,000	259,000	208,490	196,724	229,099	204,690	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	260,466	309,261	269,444	234,963	228,242</							

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.		Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.	* Indicates that no interest is paid.		Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.
National Securities Oct. 1, 1870.							Massachusetts—						
Loan of June 14, 1868.....	registered coupon	320,000,000	5	Jan. & July.	1874	107½	Western R. R. Loan, sterling	3,578,696	5	April & Oct.	1880	98	
Loan of June 23, 1860.....	registered coupon	7,022,000	5	"	1874	108½	—Troy and Greenfield Loan, stg.	3,506,580	5	"	"	98	
Loans of Feb. 8, July 1, Aug. 3, '61	registered coupon	282,733,100	5	"	1871	"	—Eastern R. R. Loan.....	1,166,500	5	"	"	90-94	
and March 3, 1863.....	coupon	"	5	"	1871	"	—Nor. & Wore. R. R. Loan	200,000	5	Jan. & July.	1877	100½	
Oregon War Bonds of March 2, 1861	"	945,000	5	"	1881	114	—B. H. & Erie R. R. Loan, stg.	290,400	6	"	"	1900	
	"	"	5	"	1881	108½	—State Scrip (var.).....	171,000	5	Various.	1870	"	
	"	"	5	July.	1881	"		117,000	5	"	1872	"	
Loan of Feb. 20, 1862 (5-20s).....	registered coupon	497,179,950	5	May & Nov.	1882	108½		125,000	5	April & Oct.	1878	"	
Loan of March 3, 1864 (5-20s).....	registered coupon	3,129,100	5	"	1882	113		244,000	5	Various.	1874	103	
Loan of June 30, 1864 (5-20s).....	registered coupon	106,968,600	5	"	1884	108		162,000	5	June & Dec.	1870-72	111½	
Loan of March 3, 1865 (5-20s).....	registered coupon	187,770,750	5	"	1884	111½	—Union Fund Loan of 1861.....	50,000	5	"	"	1877	
Loan of March 3, 1866 (5-20s).....	registered coupon	277,011,900	5	"	1884	108		200,000	5	Jan. & July.	1871	112	
2d series (5-20s).....	registered coupon	344,140,200	5	"	1885	108½		650,000	5	"	"	1872-73	
3d series (5-20s).....	registered coupon	39,678,250	5	"	1885	112½		720,000	5	"	"	1874-75	
4th series (5-20s).....	registered coupon	104,507,300	5	Jan. & July.	1886	110½		1,430,000	5	"	"	1876	
Pacific R. R. Bonds.....	(currency)	64,618,632	5	"	1886	110		600,000	5	"	"	1877-78	
Certificates of Mar. 2, 1867, and July 25, 1868.....	145,138,000	3	Jan. & July.	1886	110½		220,000	5	May & Nov.	1880	98		
Navy Pension Fund of July 25, 1868.....	40,000,000	3	"	1887	110½		200,000	5	Jan. & July.	1883	96½		
Loans of 1842, 1847 and 1848.....	34,050	5	"	1887	110		4,000,744	5	May & Nov.	1884	"		
Texas Indemnity Bonds of Sept. 9, 1860.....	242,000	5	"	1888	110½		4,379,500	5	"	1894	98		
Treasury Notes prior to 1867.....	89,625	5	"	1888	110		888,000	5	Jan. & July.	1883	98		
Treasury Notes of 1867, '61 and '63.....	236,232	5	"	1888	110½		3,505,000	5	Mar. & Sept.	1886	100½		
Treasury Notes (7-30s).....	594,850	5	Mar. & Sept.	1904	106½		919,324	5	Var.	3 yrs.	"		
Certificates of Indebtedness.....	5,000	5	Jan. & July.	1904	106½		86,000	5	Jan. & July.	1879	"		
Compound Interest Notes of 1863 and 1864.....	2,054,500	5	"	1906-99	111½		200,000	5	"	1878	96½		
Temporary Loan of June 30, 1864.....	180,810	5	Dem.	"	"		1,728,000	5	"	"	73-83		
U. S. Notes (greenbacks).....	856,108,971	5	"	"	"		896,000	5	"	"	1886		
Fractional Currency.....	39,541,184	5	"	"	"		463,000	5	May & Nov.	1890	101		
	"	"	"	"	"		2,275,000	5	Jan. & July.	1883	"		
	"	"	"	"	"		7,000,000	5	Jan. & July.	1871	107		
	"	"	"	"	"		463,000	5	Jan. & July.	1870	91		
	"	"	"	"	"		2,830,000	5	"	"	1887		
	"	"	"	"	"		13,734,000	5	"	"	182-90		
	"	"	"	"	"		1,589,000	5	"	"	181-87		
	"	"	"	"	"		3,000,000	5	"	"	181-85		
	"	"	"	"	"			"	"	"	90½		
	"	"	"	"	"			"	"	"	100		
	"	"	"	"	"			"	"	"	99½		
	"	"	"	"	"			"	"	"	103½		
	"	"	"	"	"			"	"	"	102½		
	"	"	"	"	"			"	"	"	102½		
	"	"	"	"	"			"	"	"	101		
	"	"	"	"	"			"	"	"	100		
	"	"	"	"	"			"	"	"	99		
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	"	"	"	"	"			"	"	"	-18		
	"	"	"	"	"			"	"	"	-19		
	"	"	"	"	"			"	"	"	-20		
	"	"	"	"	"			"	"	"	-21		
	"	"	"	"	"			"	"	"	-22		
	"	"	"	"	"			"	"	"	-23		
	"	"	"	"	"			"	"	"	-24		
	"	"	"	"	"			"	"	"	-25		
	"	"	"										

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	84
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	...
2d Mortgage for \$2,000,000	2,000,000	7	April & Oct.	"	1885	92	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	"	1889	....	1st Mortgage.....	3,586	7	Jan. & July.	New York.	1918	89
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7.3	Jan. & July.	New York.	1896	....	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	...
1st Mortgage Eastern Ex.....	59,000	...	...	...	...	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	...
Bonds to State of Pennsylvania.	3,500,000	...	...	...	...	....	Central of Georgia:						
Androscooggin:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1878	100
1st Mortgage (New York).....	7*	7*	April & Oct.	London.	1879	....	2d Mortgage.....	600,000	7	May & Nov.	"	1876	101
1st Mortgage (Pennsylvania).....	7*	7*	"	"	1877	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	102
1st Mortgage (Ohio).....	6,000,000	7*	"	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	7*	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	94
1st Mortgage (Buffalo Extension)	7*	7*	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	7*	7*	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.....	25,010,000	6*	Jan. & July.	New York.	1886	90
2d Mortgage (New York).....	7*	7*	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	...
2d Mortgage (Pennsylvania).....	3,000,000	7*	"	London.	1882	....	Convertible bonds.....	1,500,000	7*	"	"	1885	100
2d Mortgage (Ohio).....	7*	7*	Jan. & July.	"	1883	....	National Loan.....	25,010,000	6	"	"	1895	...
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	Charlotte and South Carolina:						
2d Consolidated Mortgage.....	7,000,000	5*	"	"	18	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1886	...
Income Mortgage.....	8,701,806	7*	"	"	18	....	Cheraw and Darlington.....	150,000	7	Jan. & July.	Charleston.	1876	...
Atlantic and Gulf:							1st Mortgage.....	...	...	...	...	...	...
1st Mortgage Consolidated.....	2,000,000	...	...	New York.	1898	....	Cheapeake and Ohio (Va. Cent.):						
Atlantic and St. Lawrence:							1st Mortgage for \$15,000,000.....	...	6*	May & Nov.	New York.	1900	90
Portland City Loan (skg fund) ..	1,500,000	6	Various.	B. & N. Y.	'68-'70	99	Cheshire:						
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	91
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	61
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1855.....	863,250	6	Jan. & July.	Baltimore.	1875	94	1st Mortgage, pref. sinking fund.....	356,000	7	May & Nov.	New York.	1877	97
Loan of 1880.....	579,500	6	"	"	1880	94	Income bonds (2d Mortgage).....	2,383,000	7	Jan. & July.	"	1893	100
Loan of 1883.....	1,710,500	6	April & Oct.	"	1885	92	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1885.....	5,000,000	6	Jan. & July.	"	1890	....	1st Mortgage.....	2,876,000	8	Jan. & July.	New York.	1883	110
Northwestern Va. R. R. 2d Mort.	458,500	6	"	"	1873	...	Trust Mortgage, convertible.....	150,000	8	"	"	1883	...
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	...	2d Mortgage.....	941,000	4	July.	Frankfort.	1890	...
Bay de Noquet and Marquette:							Company bonds.....	400,000	7	March & Sept.	New York.	1890	...
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Chicago, Cincinnati and Louisv.:						
Bellefontaine:							1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	...
1st Mortgage (B. and Ind. R.R.).....	791,000	7	Jan. & July.	New York.	'70-'90	....	Chicago and Great Eastern:						
Bellefonte and Snow Shoe:							Construction.....	400,000	7	April & Oct.	New York.	1895	...
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Income.....	300,000	7	"	"	1895	41
Belvidere Delaware:							Chicago, Danville and Vincennes:						
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1877	85	1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	95
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	86	Chicago, Iowa and Nebraska:						
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	1887	85	1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	...
Blue Ridge, B. Car.:							Chicago and Milwaukee (46 m.):						
1st Mortgage of \$2,500,000.....	...	7	Jan. & July.	Charleston.	1893	....	1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	90
Boston and Albany:							Chicago and Northwestern:						
Sterling Loan.....	2,051,520	5*	April & Oct.	London.	'69-'71	...	1st Mortgage.....	1,249,500	7	Feb. & Aug.	New York.	1885	96
Dollar Loan.....	798,000	6	"	Boston.	1875	....	Prof. sinking fund b'ds (103 m.).....	755,000	7	May & Nov.	"	1883	92
Boston, Clinton and Fitchburg:							Funded Coupons.....	3,592,500	7	Feb. & Aug.	"	1886	94
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	General 1st Mortgage.....	184,000	7	"	"	1886	84
Boston, Concord and Montreal:							1st Mortgage, Appleton Ext.....	300,000	7	"	"	1886	87
1st Mort. (Conc. to War. 71 m.).....	204,000	7	Feb. & Aug.	New York.	1865	94	1st Mortgage, Green Bay Ext.....	101,000	7	April & Oct.	"	1874	...
2d Mort. conv. (1st M. on 22 1/2 m.).....	100,000	6	Jan. & July.	Boston.	1870	99	Equipment Bonds.....	200,000	7	Jan. & July.	"	1884	...
2d Mort. conv. (1st M. on 22 1/2 m.).....	250,000	6	"	New York.	1870	...	Mississippi River Bridge Bonds.....	138,000	6	"	"	1878	...
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1880	89	Elgin and State L. purchase b'ds.....	2,077,000	7	F. M. A. & N.	"	1915	90
Boston, Hartford and Erie:							Consolidated sinking fund bonds.....	825,000	10	May & Nov.	"	'68-'71	...
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	53	Equipment Bonds.....	1,807,000	7	Feb. & Aug.	"	1882	98
1st Mortgage (new) for \$20,000,000.....	...	7	Jan. & July.	"	1899	26	1st Mort. (Gal. & Chic. U. R. R.).....	985,000	7	May & Nov.	"	1876	95
Boston and Lowell:							2d Mort. (Gal. & Chic. U. R. R.).....	855,000	7	March & Sept.	"	1898	90
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	...	1st Mortgage (Peninsula R.R.).....	1,129,000	7	Jan. & July.	"	1898	...
Scrip certificates.....	366,000	3	April & Oct.	"	1873	94	1st Mort. (Chi. & Mil. R. W. 86 m.).....	354,000	7	"	"	1898	...
Wharf purchase bonds.....	200,000	6	"	"	1879	98	1st Mortgage (Beloit & Mad. R.)	...	...	...	...	...	...
Buffalo, Bradford and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (C. & R. I. R.R.).....	1,397,000	7	Jan. & July.	New York.	1870	...
Buffalo, Corry and Pittsburg:							1st Mort. (C. R. I. and P. R. R.).....	7,376,000	7	"	"	1895	95
1st Mortgage (B. C. & P. of Pa.).....	100,000	7	Jan. & July.	Pittsburg.	18	....	Chillicothe and Brunswick:						
1st Mort. (Buff. & O.C. Cross-cut).....	600,000	7	"	New York.	18	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82
Buffalo and Erie:							Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	86	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	...
Co. bonds (Buff. and State Line).....	100,000	7	May & Nov.	"	1873	...	Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line).....	200,000	7	Jan. & July.	"	1882	...	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	80
Co. bonds (Erie and Northeast).....	300,000	7	March & Sept.	"	1886	...	3d Mortgage.....	500,000	6	Jan. & July.	"	1885	...
Buffalo, New York and Erie:							New Mortgage.....	282,000	7	"	"	1877	...
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	83	Cincinnati and Indiana:						
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington, Cedar Rapids & Minn.:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'81	70
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	...	Cincinnati and Indianapolis June:						
Burlington and Missouri River:							1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	...
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	90	2d Mortgage.....	800,000	7	March & Sept.	"	1893	...
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	...	1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	...
2d Convertible bonds.....	600,000	7	"	"	1875	...	Cincinnati and Martinsville:						
3d Convertible bonds.....	958,545	8	"	"	1894	102	1st Mort. (guar. by I. C. & Laf.).....	400,000	7	Jan. & July.	New York.	1895	...
California Pacific:							Cincinnati, Richmond &						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erle:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	92½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage.....	1,000,000	7	" "	" "	1880		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	92½
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	90½	3d Mortgage.....	6,000,000	7	" "	" "	1883	87
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1890	7½
1st Mort. (June R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867		5th Mortgage.....	926,500	7	June & Dec.	" "	1888	80
1st Mort. (June R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	95	Sterling Loan \$800,000.....	4,844,444	6*	March & Sept.	London.	1875	
2d Mortgage (Clev. & Tol.)	1,000,000	7	April & Oct.	" "	1886		Erle and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	700,000	7	April & Oct.	" "	1875	
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" "	1893	
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	77½	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	59½	2d Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	
Income Bonds.....	1,243,000	7	" "	" "	1881		Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" "	1881	
Columbus and Hooking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	262,500	7	Jan. & July.	New York.	1897		1st Mortgage.....	200,000	7	" "	Providence.	18—	
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	" "	1909		Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" "	Princeton.	18—	
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" "	New York.	18—	
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94½	Galeana & Chic. Union (C.N. & W.):						
Notes of '86 and '87, free.....	295,000	7	" "	" "	76-77	100	1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	99
Connecticut River:							2d Mortgage.....	1,985,000	7	May & Nov.	" "	1875	92
1st Mortgage.....	230,000	6	March & Sept.	Boston.	1878	93	Georgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Augusta.	70-78	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	88½	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891		Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885		1st Mortgage, guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	
Cumberland Valley:							Grand Trunk (Can.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	
2d Mortgage.....	109,500	8	" "	" "	1904		2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	
Danbury and Norwalk:							3d Preference Bonds.....	3,414,094	4*	" "	" "	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880		4th Preference Bonds.....	25,592,860	4*	" "	" "	18—	
Danv., Urbana, Blooming & Pekin:							Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881		Government Loan \$573,688.....	2,782,387	6*	" "	Ottawa.	73-76	
2d Mortgage.....	642,000	7	March & Sept.	" "	1884		Mortgage Bonds \$615,200.....	2,983,720	6*	" "	London.	77-78	
3d Mortgage.....	700,000	7	April & Oct.	" "	1888		Mortgage Bonds \$547,000.....	2,652,950	5½*	" "	" "	77-78	
Dayton and Union:							Stock Debentures \$46,700.....	228,500	5*	" "	" "	irred.	
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879		Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	105
Income Bonds.....	252,445	6	" "	" "	1879		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	
Dayton and Western:							1st Mortgage (General).....	1,455,000	7	" "	" "	1888	88
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	85
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905		Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875		Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	" "	" "	1875		Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	105½
State Loan.....	170,000	6	" "	" "	1876		Convertible bonds.....	800,000	7	Jan. & July.	" "	1883	
Extension Mortgage.....	100,000	6	" "	" "	1880		Eight per cent. Loan.....	800,000	8	" "	" "	1874	106½
Delaware, Lackawanna & Western:							Ten per cent. Loan.....	1,000,000	10	" "	" "	1872	
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	100	Ten per cent. Loan.....	500,000	10	" "	" "	1869	
1st Mort. (East Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	99	1st Mort. (Quincy and Palmyra),	500,000	8	" "	" "	18—	
2d Mort. (General) for \$2,000,000.	1,633,000	7	March & Sept.	" "	1881	94	1st Mort. (Kan. City & Cameron)	1,200,000	10	" "	" "	1891	108½
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	94½
Income Bonds.....	462,000	7	Jan. & July.	" "	1884		Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		Hartford, Providence and Fishkill:						
2d Mortgage.....	1,000,000	8	" "	" "	1875		1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876	
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875		1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875		Hempfield:						
Bonds of June 30, 1866, (cond.)	1,861,639	6	" "	" "	1886		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	
Detroit, Mon. & Tol. (M.S. & N.L.)							Housatonic:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	92½	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	" "	" "	1885	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878		Houston and Texas Central:						
1st Mortgage.....	150,000	7	April & Oct.	" "	1878		1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886		Hudson River:						
Dubuque and Sioux City:							1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	96	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	104
1st Mortgage (construction).....	600,000	7	" "	" "	1894		3d Mortgage.....	183,000	7	May & Nov.	" "	1875	102
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	91
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895		Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	27½
East Brandywine & Waynesburg:							Illinois Central:						
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882		Construction.....	3,187,500	7	April & Oct.	New York.	1875	109½
East Pennsylvania:							Construction.....	332,000	6	" "	" "	1875	
1st Mortgage, Sinking Fund.....	505,900	7	April & Oct.	Philadelphia.	1888		Redemption.....	2,500,500	6	" "	" "	1890	
East Tennessee and Georgia:							Redemption, sterling.....	2,500,000	6*	" "	London.	1875	
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		Illinois and Southern Iowa:						
Tennessee Loan (1866).....	430,277	6	" "	" "	1898		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Mortgage (old).....	640,000	6	" "	" "	1880		Indianapolis, Cin. and Lafayette:						
Mortgage (new).....	136,400	7	" "	" "	1890		1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	70
East Tennessee and Virginia:							1st Mortgage (Ind. and Cin.).....	500,000	7	April & Oct.	" "	1888	
Tennessee Loan (old).....	1,509,000	6	Jan. & July.	New York.	1888		Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (1866).....	600,000	6	" "	" "	1898		1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—		Indianapolis and Madison:						
Eastern:							1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72		Iowa River:						
2d Mortgage, (convert. sterling).....	420,000	6*	Jan. & July.	London.	1872		1st Mortgage (Eldora R. R.).....	272,000	7	Jan. & July.	New York.	1888	
1st Mortgage, convertible.....	78,000	6	Feb. & Aug.	Boston.	1874	99	Jackson, Lansing and Saginaw:						
1st Mortgage (Essex Railroad).....	214,000	6	Jan. & July.	" "	1876		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	98½
Bonds of 1866.....	500,000	6	March & Sept.	" "	1889	96	Jeffersonville (J. M. & L.):						
Edgefield and Kentucky:							2d Mortgage.....	397,000	7	April & Oct.	New York.	1876	
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		Jeffersonville, Madison & Indian.:						
Elmira and Williamsport:							1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1906	
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1890	92½	Joliet and Chicago:						
Income Bonds.....	570,000	5	April & Oct.	" "	1872	60	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	
European and North American:							Joliet and Northern Indiana:						
1st Mortgage (Sauger to Wian).....	1,000,000	6*	Jan. & July.	London.	1886		1st Mortgage, guaranteed.....	800,000	5	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	1st Mortgage.....	\$1,200,000	8	May & Nov.	New York.	1888	....
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	1,669,800	6	"	Mobile.	1882	77
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Tennessee Loans.....	388,900	6	Jan. & July.	New York.	1891	....
Kokuk and St. Paul:							Income of '61, '62, '65 and '67...	556,421	8	May & Nov.	Mobile.	1897	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	90	Liquidation (10 year) bonds.....	697,900	8	"	New York.	1876	....
Knoxville and Charleston:							Interest bonds.....	597,900	8	"	Mobile.	1882	72
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Eufala:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala..	129,000	8	March & Sept.	New York.	1886	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	719,500	8	"	"	1881	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1915	102 1/2
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	96
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,000,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage.....	360,000	7	"	Pittsburg.	1886	....	Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	89	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	'90-'92	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100	2d Mortgage.....	500,000	6	"	New York.	1887	....
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	98	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	96	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	'71-'83	....
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
Little Rock and Fort Smith:							Newark and New York:						
1st Mortgage for \$3,500,000.....	100,000	6*	"	Boston	....	....	1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							Newburg & New York (Oct. 1, '68):						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	100	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Long Island:							New Bedford and Taunton:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	New Brunswick and Canada:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage, Sterling.....	1,100,000	6*	May & Nov.	London.	1867	....
Louisville, Cincln. and Lexington:							Newcastle and Beaver Valley:						
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
Louisville and Frankfort:							2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
1st Mortgage.....	88,000	6	Jan. & July.	New York.	1870-78	....	New Haven and Darby:						
Louisville Loan.....	100,000	6	"	"	1881	....	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
Louisville and Nashville:							New Haven and Northampton:						
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	1879-77	98	1st Mortgage.....	450,000	7	Jan. & July.	New Haven	1869	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	1870-75	96	1st Mort. (Hamps. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
1st Mortgage, Bardonia Branch	27,500	7	Jan. & July.	"	1870	....	New Jersey:						
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	"	1880-85	92	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'75-'87	98
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	1886-87	....	New London Northern:						
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	"	1886	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	"	1893	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Consolid. 1st mort. for \$3,000,000	2,000,000	7	"	"	1898	90	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Louisville, N. Albany & Chicago:							N. Orleans, Jackson & Gt. North.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	....
Macon and Brunswick:							2d Mortgage for \$1,500,000.....	1,167,000	8	April & Oct.	"	1890	....
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	N. Orleans, Opelousas & Gt. Wtn:						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.)..	1,842,000	8	April & Oct.	New York.	1889	....
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (F.) for \$1,000,000 (80m.)	....	8	Jan. & July.	"	1887	....
Maine Central:							New York Central:						
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	99	Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	91 1/2
\$400,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	....	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	100
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	"	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	90
Marietta and Cincinnati:							Bonds for real estate.....	162,000	6	"	"	1883	87
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92	Bonds and mortgages.....	58,215	7	various.	"	var.	....
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	120
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1886	75 1/2	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	91 1/2
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	New York and Flushing:						
Memphis and Charleston:							1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	....	1st Mortgage of 1883.....	3,000,000	7	May & Nov.	New York.	1873	102
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	....
Memphis and Little Rock:							New York and New Haven:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	90
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	New York, Providence & Boston:						
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'72-'78	80
Michigan Central:							Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	Norfolk and Petersburg:						
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	....	1st Mortgage.....	303,000	8	"	"	1877	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
Consol. Sinking Fund Mortgage	4,207,000	8	"	"	1882	120	North Eastern:						
Michigan Southern & North. Ind.:							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1890	....
1st Mortgage, Sinking Fund....	6,728,000	7	May & Nov.	New York.	1885	100 1/2	2d Mortgage for \$300,000.....	145,000	7	"	"	1893	....
2d Mortgage.....	2,693,000	7	"	"	1877	97	North Missouri:						
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	93	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1895	85
Mifflin and Centre County:							2d Mortgage of 1863.....	4,000,000	7	April & Oct.	"	1888	....
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	North Pennsylvania:						
Milwaukee & Chicago, (40 miles):							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1890	98
2d Mortgage, (C. & N. W. R. W.)													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
North Carolina:							Portland and Kennebec:							
Equipment Bonds of 1857.....	\$330,000	8	March & Sept.	Co.'s shops.	1867	....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	....
New Loan for \$400,000.....	400,000	8	"	"	1867	....	Consolidated Bonds.....	300,000	6	"	"	1895	....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:							
1st Mort. (Mass. Loan) akg fund	400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104
Construction bonds.....	124,500	7	"	"	1877	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	"	1912
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	"	1912
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	"	1912
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	"	1912
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	"	1912
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	"	1912	96
1st Mortgage, E. Div.....	2,060,000	7	Jan. & July.	New York.	1872	99	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	"	1912
1st Mortgage, W. Div.....	850,000	7	"	"	1872	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	"	1912
2d Mortgage, W. Div.....	566,000	7	"	"	1874	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	"	1912
Income, W. Div.....	221,500	7	April & Oct.	"	1882	2d Mortgage (Series K).....	860,000	7	May & Nov.	"	"	1912
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	87½	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	"	1912
Consolidated Mort. sterling.....	83,420	"	London.	1898	3d Mortgage.....	2,000,000	7	April & Oct.	"	"	1912	95
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	"	1876
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	80	Plaza and Sacramento:							
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	....
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	96	2d Mortgage.....	525,000	10*	"	"	1894	....
Company Bonds.....	458,000	6	April & Oct.	"	1875	96	Providence, Warren and Bristol:							
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	103	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	....
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82	Quincy and Toledo:							
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	75½	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	82½	
3d Mort. " " " "	573,500	6	May & Nov.	Richmond.	1873	85	Raritan and Delaware Bay:							
4th Mort. " " " "	331,700	8	March & Sept.	Alexandria.	1880	75½	1st Mortgage, S. F. (8 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	75	2d Mortgage.....	250,000	7	"	"	1888	....
Va. State Loan.....	249,902	6	"	"	1887	....	Equipment Bonds, convertible..	296,000	7	"	"	1876	....
Ossage Valley:							Reading and Columbia:							
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
1st Mort. guar. by R. W. & O.....	350,000	7	May & Nov.	New York.	1916	....	Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
1st Mortgage.....	408,500	6	May & Nov.	New York.	'70-'80	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	76½
2d Mortgage.....	375,000	7	"	"	1885	....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
Pacific Mo.:							Richmond and Danville:							
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	94½	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
St. Louis Loan.....	700,000	6	"	"	'71-'73	94½	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	....
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97½	Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'90	....
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90	77½	
1st Mortgage, Sterling.....	93,847	7*	April & Oct.	London.	1875	....	Rich. Frederickburg & Potomac:						
2d Mortgage, Sterling.....	740,959	7*	Feb. & Aug.	"	1872	....	Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.	1875	....
General Mortgage, Sterling.....	2,899,330	7*	April & Oct.	"	1897	....	Company Bonds, dollar.....	172,900	7	"	Richmond.	1875	....
Paterson and Newark:							Richmond and Petersburg:							
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888	....	Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	....
1st Mortgage endorsed.....	100,000	7	"	New York.	1877	....	Richmond and York River:						
Peninsular (Michigan):							1st Mortgage.....	600,000	8	"	New York.	18—	....
1st Mortgage for \$16,000 per m..	855,000	7*	May & Nov.	N. Y. & Lond.	1899	96	Roanoke Valley (R. & Dan.):							
Pennsylvania:							1st Mortgage.....	100,800	7	Feb. & Aug.	Richmond.	'90-'70	....
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102½	Rockford, R. Island & St. Louis:							
2d Mort. { Harb. to Pittsb. }	2,594,000	6	April & Oct.	"	1875	101	1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96	
2d Mort. { " " " " }	2,283,840	6	"	London.	1875	....	Rock Island and Peoria:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....	1st Mortgage.....	1,384,000	7	"	New York.	18—	....
State lien on whole property.....	6,232,755	5	April & Oct.	Harrisburg.	1890	....	Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures.....	3,520,728	6	J. A. J. & O.	Philadelphia.	'60-'71	....	1st Mortgage, Sinking Fund....	571,000	7	June & Dec.	New York.	1891	100
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	1890	....
1st Mortgage guaranteed.....	2,697,000	7	"	Philadelphia.	18—	92	1st Mort. (Potdam & Watert.)	511,500	7	June & Dec.	"	'60-'74	....
Pensacola and Georgia:							Rutland and Burlington:							
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	200
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	55
2d Mortgage.....	255,000	8	"	"	18—	....	Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:							
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
Perkiomen:							1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1898	....
1st Mortgage.....	255,000	6	"	Philadelphia.	18—	80	2d Mortgage (").....	500,000	7	"	"	1882	90½	
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:							
1st Mortgage, guaranteed.....	100,000	6	"	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1834	97
Philadelphia and Baltimore Cent.							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1834	....
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	83
Philadelphia and Erie:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	77	
1st Mortgage (General).....	5,000,000	6	"	"	1881	92	St. Louis and Iron Mountain.							
2d Mortgage.....	4,000,000	6	"	"	1901	85½	1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	87	
3d Mortgage for \$3,000,000.....	4,000,000	7	Jan. & July.	"	1885	88½	St. Louis, Jacksonville & Chicago:							
Philadelphia, Germant. & Norist.							1st Mortgage (\$15,000 per mile).	2,365,000	7	April & Oct.	New York.	1884	93½	
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1898	....
Philadelphia and Reading:							St. Louis and St. Joseph:							
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	103	1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1893	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	97½	St. Louis, Vandalia & T. Haute:							
Bonds of 1864-43-44-48 and 49.	2,497,800	6	"	"	1880	95	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
Bonds of 1867, convertible.....	171,500	6	"	"	1880	95	2d Mortgage, S. F., guaranteed.	2,600,000	7	"	"	18—	....
Bonds of 1886, Sterling.....	182,400	5*	"	London.	1886	100	St. Paul and							

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	....	Consolidated Mort.—1st class ..	\$722,500	7	{ Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
Selma and Meridian:							“ “ 2d class...	850,000	7		“	1890	....
1st Mortgage.....	79,873	...	— & —	“	....	....	“ “ 3d class...	154,000	7		“	1890	....
2d Mortgage.....	52,000	...	— & —	“	....	....	“ “ 4th class...	1,283,000	7		“	1890	....
3d Mortgage.....	665,000	...	— & —	“	....	....	Virginia and Tennessee:						
Selma, Rome and Dalton:							1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	80
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....	2d Mortgage.....	23,500	6	“ “	“	1883	73
2d Mort. (Ala. and Tenn. River)	241,100	8	“ “	“	1864	....	3d Mortgage (Enlarged).....	990,000	6	“ “	“	1884	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	“	1887	....	Income Bonds.....	138,500	6	“ “	“	1865	....
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000).....	736,000	8	“ “	“	1890	82
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Warren:						
Shenoygan and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1894	....	Warwick Valley:						
St. Louis City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1890	....
1st Mortgage.....	1,623,320	7	April & Oct.	New York.	1898	....	Western Alabama:						
2d Mortgage (Gov. subsidy).....	1,623,320	6	Jan. & July.	“	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1883	....
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	1st Mort. Land Grant, etc. conv	1,000,000	7	Jan. & July.	London.	1884	....
2d Mortgage.....	250,000	6	“ “	“	1878	....	West Chester and Philadelphia:						
Shore Line (N. H. & N. L.):							1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
1st Mortgage, reconstruction ...	55,000	7	March & Sept.	New Haven.	1890	....	2d Mortgage, registered	1,000,000	8	April & Oct.	“	1878	....
South Carolina:							West Jersey:						
Sterling Bonds \$452,9124.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1883 for \$400,000	400,000	6	March & Sept.	Philadelphia.	1883	904
Sterling Bonds \$59,0314.....	262,366	6*	“ “	Charleston.	'71-'85	....	Loan of 1896 for \$1,000,000	983,500	6	Jan. & July.	“	1896	....
Domestic Bonds.....	418,016	6	“ “	“	'73-'74	....	Western (Boston and Albany).						
Domestic Bonds.....	563,500	7	April & Oct.	“	'69-'72	....	Sterling Loans, \$399,900.....	2,051,520	5*	April & Oct.	London.	'69-'71	....
Domestic Bonds.....	353,500	7	Jan. & July.	“	'88-'91	....	Dollar Bonds.....	798,000	6	“ “	Boston.	1875	1014
South and North Alabama:							Western Maryland:						
1st Mort. (\$16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....	1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
South Shore:							1st Mortgage unendorsed.....	400,000	6	“ “	“	1890	70
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	2d Mort. for \$300,000, end. by B.	300,000	6	“ “	“	1890	88
South Side, Va.:							2d M. for \$300,000, end. by W.Co.	300,000	6	“ “	“	1890	80
2d Mort. guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	'70-'75	....	Western Pennsylvania:						
3d Mort. (for City Point R. R.) ..	175,000	6	“ “	“	'65-'68	....	1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	814
4th Mortgage.....	317,000	6	“ “	“	'70-'72	....	Western Union:						
Consol. Mortgage.....	.....	8	“ “	New York.	'84-'90	....	1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
South Side, L. I.:							Whitehall and Plattsburg:						
1st Mortgage.....	750,000	7	March & Sept.	New York.	1897	894	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
South Western:							Wicomico and Pocomoke:						
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	....	1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
South West Pacific:							Wilm., Charlotte & Rutherford:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Southern Minnesota:							1st Mortgage guar. by State .....	.....	8	“ “	“	1897	644
1st Mort. (10-20 yrs) \$20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....	Wilmington and Manchester:						
Springfield and Columbus:							1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	2d Mortgage, 2d pref.....	146,000	7	“ “	“	1886	....
Staten Island:							1st Mortgage, 3d pref.....	523,000	7	“ “	“	1886	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	2d Mortgage.....	80,000	7	May & Nov.	“	1878	....
Sterling Mountain:							Wilmington and Weldon:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
Sullivan:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	“	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	894
2d Mortgage.....	250,000	6	Feb. & Aug.	“	1880	....	York and Cumberland (N. Cent.)						
Syracuse, Binghamton and N. Y.:							1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	68
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	3d Mortgage.....	500,000	6	“ “	“	1877	....
Summit Branch:							CANAL BONDS.						
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	864	Chesapeake and Delaware:						
Sussex:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	Chesapeake and Ohio:						
Tioga:							State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	91	Sterling, guaranteed	4,375,000	5*	“ “	London.	1890	....
Toledo, Peoria and Warsaw:							Preferred Bonds.....	1,009,500	6	Jan. & July.	Baltimore.	1885	....
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	86	Delaware Division:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	“	1896	80	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	“	1886	....	Delaware and Hudson:						
Toledo, Wabash and Western:							1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	914	1st Mortgage (new)	1,500,000	7	May & Nov.	“	1877	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	“ “	“	1890	....	Delaware and Raritan (See Cam						
2d Mort. (Tol. & Wabash 75 m.) ..	1,000,000	7	May & Nov.	“	1878	864	and Amboy R.R.)						
2d Mort. (Wab. & West. 167 m.) ..	1,500,000	7	“ “	“	1871	....	Erie of Pennsylvania:						
Equipm't Bonds (T. & W. 75m.) ..	600,000	7	“ “	“	1883	80	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
Consol. M. (T. W. & W. 499 m.) ..	2,332,000	7	F. M. A. & N.	“	1907	814	Interest Bonds.....	161,960	7	“ “	“	18—	....
Troy and Boston:							Illinois and Michigan:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
2d Mortgage.....	300,000	7	April & Oct.	“	1885	....	Ill. State bonds, sterling, reg...	500,967	6*	“ “	“	1870	....
3d Mortgage.....	650,000	7	May & Nov.	“	1875	....	Ill. State bonds, etc. coup. & reg.	82,700	6*	“ “	New York.	1870	....
Convertible Bonds.....	325,000	7	March & Sept.	“	1882	....	Ill. State b'ds, cur. coup. & reg.	36,400	6	Jan. & July.	“	1870	....
Troy Union:							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage, guaranteed.....	300,000	6	“ “	“	1878	....	2d Loan.....	5,606,122	6	“ “	“	1884	824
Union Pacific:							3d Loan.....	2,000,000	6	“ “	“	1897	....
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	83	Gold Loan.....	5,000,000	6*	June & Dec.	“	1897	89
2d Mortgage (Gov. subsidy).....	27,236,512	6	“ “	“	'95-'99	83	Convertible Loan.....	1,201,850	6	“ “	“	1877	794
Land Grant bonds for 10,000,000	9,556,000	7	April & Oct.	N.Y.&Boston	'87-'89	724	Monongahela Navigation:						
Income bonds.....	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	724	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Union Pacific—Central Branch:							2d Mortgage.....	57,000	6	“ “	“	18—	....
1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1895	....	Morris and Banking:						
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	“	1895	....	1st Mortgage.....	405,500	6	April & Oct.	Jersey City.	1876	834
Union Pacific—Eastern Division:							2d Mortgage.....	302,750	6	“ “	“	1876	75
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Boat Loan.....	232,987	6	“ “	“	1886	77
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	“	1893	....	North Branch:						
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June.	“	'95-'97	....	1st Mortgage.....	600,000	6	May & Nov.	Philadelphia.	1876	....
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	“	1896	....	Schnyhlk Navigation:						
Land Grant Mort. for \$500,000 ..	361,000	7	March & Sept.	“	'71-'76	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
Income bonds \$10,000 p.m.....	4,276,350	7	June 1, '71.	“	1916	....	2d Mortgage.....	3,980,670	6	Jan. & July.	“	1882	73
Vermont Central:							Improvement Loan.....	1,601,670	6	May & Nov.	“	1876	70
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	85	Susquehanna and Tide Water:						
2d Mortgage.....	1,500,000	7	“ “	Philadelphia.	1891	864	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
Equip. Loan (Vt.C. & Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	103	Coupon Bonds.....	1,250,000	6	“ “	Baltimore.	1878	46
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	“ “	“	1894	....
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	914	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1880	9
1st Mortgage.....	386,000	7	April & Oct.	New York.	1890	....	West Branch and Susquehanna:						
2d Mortgage.....	114,000	6	“ “	Boston.	1890	....	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
3d Mortgage.....	298,300	7	“ “	New York.	1890	Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	78

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Abstract of General Balance Sheet.																																																																																																			
Property and Assets.			Liabilities.			Operations.																																																																																													
Railroad.			Rolling Stock.			Trains Moved.			Carried one mch.																																																																																										
Assets.			Accounts and Cash.			Stocks.			Bonds.																																																																																										
Accounts and Cash.			Bonds.			Accounts.			Surplus Income.																																																																																										
Railroad Operated.			Freight.			Passenger.			Net.																																																																																										
Dividends.			Earnings.			Value of Shares.			Par.																																																																																										
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CITY PASSENGER RAILROAD SHARE AND BOND LIST.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equi. single track	Horses and Dummies.	Car.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.	Earnings.	Dividends on paid Capital.	Value of Shares.			
	m.	No.	No.		\$	\$	Bonded Debt.	Floating Debt.	Gross.	Net.	Par.	Paid.	Market.
Sept. 30, '69	7.25	94	14	Albany.....N.Y.	150,809	99,800	40,000	8,000	78,511	21,467	100	100	
Nov. 30, '69	1.05			Albany st. Freight (B'ton). Mass.	49,749	150,000			4,377	5,404	100	100	
Oct. 31, '69	3.41	11	4	Allentown.....Pa.	27,739	30,814		11,900	9,089	2,372	100	100	
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	1,762,725	900,000	694,000	23,300	480,046	83,267	100	100	
Sept. 30, '69	2.60	400	50	Bleek. st. & F.F. (N.Y.C.) N.Y.	110,000	110,000			334,039	8,800	100	100	
Nov. 30, '69	3.08			Boston and Chelsea.....Mass.	41,000	41,000					100	100	
Nov. 30, '69	3.08			Boston & West Roxbury. Mass.	302,050	200,000	100,000	11,206	128,602	29,881	80	100	
Sept. 30, '69	10.70	775	103	Broadway (Brooklyn).....N.Y.	522,898	2,100,000	1,500,000	100,000	713,423	298,733	40	100	
Sept. 30, '69	16.00			B'dway & 7th Av. (N.Y.C.) N.Y.	179,789	100,000	80,000		30,168	Loss.	100	100	
Sept. 30, '69	7.00	1321	271	Brooklyn, Bath & Coney I. N.Y.	1,987,420	1,500,000	300,000	85,000	1,282,132	327,466	120	100	
Sept. 30, '69	12.00			Brooklyn City.....N.Y.	800,000	590,000	4,000	34,438	124,615	21,999	100	100	
Sept. 30, '69	11.00	178	87	Brooklyn City & Newtown N.Y.	537,944	261,400	278,000		72,720	5,718	100	100	
Sept. 30, '69	19.25	22	8	B'klyn. Prosp. P. & Flatb. N.Y.	327,661	10,000	100,000	(Not in opera.)			100	100	
Sept. 30, '69	4.50			B'klyn. Flatb. & Coney Isl. N.Y.	307,548	292,200	2,000		160,428	18,987	100	100	
Sept. 30, '69	15.21	190	51	Buffalo street.....N.Y.	784,670	727,800	150,000	94	76,550	Loss.	100	100	
Sept. 30, '69	11.50			Bushwick (Brooklyn).....N.Y.	29,714	21,130	6,000		3,223	7,500	90	100	
Nov. 30, '69	28.52	20	4	Cambridge (Boston).....Mass.	1,627,021	1,068,400	626,000	76,052	588,724	3,223	70	100	
Sept. 30, '69	1.70	731	128	Central City (Syracuse).....N.Y.	179,635	192,750			240,293	31,018	50	191	
Sept. 30, '69	36.00	300	32	Cen. P. & E.R. (N.Y.C.) N.Y.	234,427	154,000	50,000	7,700	145,568	38,378	191	50	44
Oct. 31, '69	8.43	139	28	Citizens' (10th & 11th sts.) (Ph.) Pa.	647,364	500,000	214,000	29,131	144,047	15,067	100	100	
Oct. 31, '69	9.08	212	16	Citizens' (Pittsburg).....Pa.	559,190	1,200,000	700,000		738,600	180,162	100	100	
Sept. 30, '69	14.89	808	107	Coney Island (Brooklyn).....N.Y.	42,443	34,825		1,837	8,480	1,162	3	100	
Sept. 30, '69	3.50			Dry Dock, E.B. & B. (N.Y.C.) N.Y.	25,230	29,562			8,565	4,237	24	25	20
Oct. 31, '69	1.04	12	3	Dunkirk and Fredonia.....N.Y.	1,527,023	1,000,000	203,000		835,447	200,354	120	100	
Sept. 30, '69	19.00	851	157	Easton and St. Easton.....N.Y.	32,915	18,580	17,772		12,444	2,748	50	100	
Oct. 31, '69	2.26	10	4	Erie City.....Conn.	43,301	29,285	10,000		10,403	458	100	100	
Sept. 30, '69	2.70			Fifth Ward (Syracuse).....N.Y.	1,062,479	748,000	230,000		376,903	112,240	100	100	
Oct. 31, '69	9.63	273	45	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	762,441	491,750	198,000		308,138	61,719	61	50	49
Oct. 31, '69	16.36			Frankford & Southwark (Ph.) Pa.	59,053	42,500	12,700	2,000	12,598	545	100	100	
Sept. 30, '69	3.25	360	59	Genesee & Water st. (Syr.) N.Y.	582,270	307,545	350,000		248,021	128,493	191	50	17
Oct. 31, '69	34.25	135	29	Germantown (Phila.).....Pa.	173,687	120,000	190,000		136,855	35,507	100	15	33
Oct. 31, '69	5.40			Girard College (Phila.).....Pa.	75,000	100,000	30,000		37,890	10,205	100	100	
Sept. 30, '69	8.00	90	15	Grand st. & Middle. Wil. N.Y.	239,746	150,000	100,000		82,066	7,093	100	100	
Sept. 30, '69	5.50	198	39	Gr'd st. & Newtown (B'k'n) N.Y.	255,225	114,010	130,000	3,000	176,078	39,959	70	50	15
Oct. 31, '69	10.09	107	22	Green and Coates st. (Phila.) Pa.	60,111	41,995	9,950	1,955	72,802	4,770	100	100	
Oct. 31, '69	2.14	19	6	Harlem Br. Morris & F'dham N.Y.	180,000	180,000			7,280	222	25	24	
Dec. 31, '69	9.00	339	56	Hartford City.....Pa.	470,619	308,390	164,400	1,500	283,927	63,060	24	50	7
Oct. 31, '69	14.10			Hartford & Wethersfield. Conn.	161,535	108,700	74,000	9,272			100	100	
Dec. 31, '69				Hest. Mant. & F'mount (Ph.) Pa.									
Sept. 30, '69	2.50			Hoboken and Veehaken N.J.									
Dec. 31, '69	10.47	27	9	Hudson Av. (Brooklyn).....N.Y.									
Sept. 30, '69	5.50	113	17	Jersey City & Bergen Point N.Y.	75,000	75,000			22,390	2,405	100	100	
Oct. 31, '69	3.59			Kingston and Rondout.....N.Y.	118,892	90,000	62,500	11,462	78,378	6,258	25	9	
Nov. 30, '69	4.04	49	9	Lombard and South st. (Ph.) Pa.	70,000	55,530			31,469	6,385	20	100	36
Nov. 30, '69	12.61	225	33	Lowell Horse.....Mass.	274,351	200,000	50,000	41,952	168,762	14,010	100	100	
Nov. 30, '69	3.75			Lynn and Boston.....Mass.	60,284	49,224			oper. M' dlesex.		100	100	
Nov. 30, '69	1.00			Malden and Melrose (Bin.) Mass.	190,646	119,000	33,686		13,679		100	100	
Nov. 30, '69	3.34			Marginal Freight (Boston) Mass.	36,600	21,000	4,500		oper. M' dlesex.		100	100	
Nov. 30, '69	3.34			Medford & Charleat. (Bin.) Mass.	42,468	50,000		6,201	28,732	Loss.	100	100	
Nov. 30, '69	5.11	39	6	Merrimac Valley.....Mass.	361,500	194,000	191,900	7,000	34,108	6,299	100	100	
Sept. 30, '69	6.00	914	170	Metropolitan (Brooklyn).....N.Y.	1,584,482	1,250,000	233,457	821,332	134,567	100	100		
Nov. 30, '69	44.18	244	19	Metropolitan (Boston).....Mass.	529,267	490,000	90,038	43,331	228,000	23,128	30	100	
Nov. 30, '69	7.12	172	16	Middlesex (Boston).....Mass.	474,108	707,320	167,000		110,179	3,350	100	100	
Sept. 30, '69	12.20			Ninth Avenue (N.Y. City) N.Y.	300,000	300,000		2,808	8,767	Loss.	100	100	
Nov. 30, '69	3.31	16	6	Northampton & Waburg. Mass.	27,862	20,000	8,000	4,090	6,772	1,318	100	100	
Nov. 30, '69	2.11	7	2	North Woburn (Boston).....Mass.	118,892	50,000	17,000	60,183	47,781	8,492	50	50	
Oct. 31, '69	7.25	187	28	Oakland & E. Liberty (Phg.) Pa.	800,000	300,000	500,000		169,088	29,747	100	100	
Dec. 31, '69	17.29			Orange and Newark.....N.J.	100,000	100,000					100	100	
Oct. 31, '69	3.81	32	9	Passenger (Cin.).....Pa.	128,001	125,230			27,721	8,213	5	100	
Oct. 31, '69	9.64	292	46	Peoples Street (Scranton) Pa.	446,285	225,000	200,000	21,285	255,816	30,754	20	50	15
Oct. 31, '69	7.07	124	23	Philadelphia City (C. & W.) Pa.	258,419	200,000	57,000		40,434	13,645	20	20	
Oct. 31, '69	5.65	47	13	Philadelphia and Darby.....Pa.	295,001	235,307	5,500		86,642	26,386	5	50	25
Oct. 31, '69	12.58	158	28	Philadelphia & Gray's Ferry Pa.	144,119	140,000	23,000	2,433	134,686	40,053	57	50	35
Oct. 31, '69	8.25	80	15	Pgh. Allegheny & Manchest. Pa.	114,661	85,000	10,600	44,931	81,702	9,809	61	50	44
Oct. 31, '69	6.20	92	16	Pittsburg and Birmingham. Me.	109,300	100,200		600	45,007	12,009	7	100	
Dec. 31, '69	5.85	51	12	Portland.....N.Y.	179,635	120,500	63,300		41,495	9,677	50	25	7
Oct. 31, '69	10.00	70	22	Ridge Av. & Manayunk (Ph.) Pa.	84,954	100,000	15,000	7,208	34,015	Loss.	100	100	
Sept. 30, '69	3.00	55	13	Rochester and Brighton.....N.Y.	361,500	194,000	191,900	7,000	15,385	Loss.	100	100	
Sept. 30, '69	3.00	50	11	Sackett, Hoyt & Bergen st. N.Y.	192,000	150,000	35,800	15,354	41,144	3,997	100	100	
Nov. 30, '69	9.58			Salem and Danvers.....Mass.	47,463	50,000					50	5	
Oct. 31, '69	3.48	634	96	Schuykill River (Phila.).....Pa.	1,014,447	881,700	1,015,000		527,479	108,834	10	50	30
Sept. 30, '69	16.00	600	72	Second Avenue (N.Y. City) N.Y.	640,523	673,387	109,300	10,000	401,156	99,582	10	50	16
Oct. 31, '69	34.00	127	19	2d and 3d street (Phila.) Pa.	119,668	100,000		7,408	105,467	29,467	10	50	
Oct. 31, '69	5.62			17th and 19th street (Phila.) Pa.	1,510,283	750,000	250,000	73,000	713,499	104,691	10	100	
Sept. 30, '69	3.38	649	78	Sixth Avenue (N.Y. City) N.Y.	75,000				14,149	232,078	4,500	6	100
Nov. 30, '69	3.85			Somerville (Boston).....Mass.	411,559	400,000		1,650	22,078	41,484	8	100	
Nov. 30, '69	2.50	265	40	South Boston.....Mass.	40,044	35,000			12,462	504	100	100	
Nov. 30, '69	8.39			Stonham street (Boston) Mass.	95,000				oper. by Mal. & Mel.		100	100	
Nov. 30, '69	0.74	20	6	Sub-urban (Boston).....N.Y.	29,308	25,000	25,000		14,263	5,362	7	100	
Sept. 30, '69	2.07	10	3	Syracuse and Geddes.....N.Y.	31,000	31,000			5,798	2,522	8	100	
Sept. 30, '69	4.38	10	3	Syracuse and Onondaga.....N.Y.	179,635	192,750			240,293	81,318	361	50	20
Oct. 31, '69	8.33	200	23	10th & 11th sta. Citizen's Ph.) Pa.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12	100	197
Sept. 30, '69	18.00	1422	187	13th and 15th streets (Phila.) Pa.	997,700	997,700	20,000	12,885	170,504	64,350	2	50	50
Oct. 31, '69	0.43	160	23	Troy and Albany.....N.Y.	72,720	45,700			15,436	2,245	100	100	
Sept. 30, '69	0.50	32	5	Troy and Lansingburg.....N.Y.	364,862	250,000	100,000	85,045	161,228	6,103	100	100	
Sept. 30, '69	12.30	49	21	Troy and Cohoes.....N.Y.	70,000	70,000			oper. by Troy & Lanab.		100	100	
Oct. 31, '69	4.50	545	60	Troy (Phila.).....Pa.	787,341	400,000	300,000		463,368	112,428	20	50	20
Nov. 30, '69	28.25	449	74	Union (Phila.).....Mass.	318,429	200,000	105,200	1,855	427,047	9,354	100	100	
Sept. 30, '69	15.50	85	20	Union, Clinton & Bingham N.Y.	308,202	121,400	200,000						

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds.	Market Price.
RAILROAD STOCKS:				
Atlantic & St. West'n (O. D.) pref.	\$1,919,000	7	7	100
Atlantic and St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire, * guaranteed.	600,000	7	7	100
Blossburg and Corning* guar.	250,000	5	5	100
Boston, Concord and Montreal, pref.	1,340,000	6	75	100
Buffalo, N. York and Erie* guar.	950,000	7	74	100
Camden and Atlantic, pref.	600,000	7	7	100
Catawissa, * pref. and guar.	2,200,000	7	78	100
Cayuga and Susquehanna* guar.	589,110	9	9	100
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	24	100
Central Ohio, preferred.	400,000	7	29	100
Chemung, guar.	380,000	8	6	100
Chesapeake, preferred.	2,017,815	7	32	100
Chicago and Alton, pref.	2,425,400	7	10	115
Chicago, Iowa and Nebraska* guar.	2,600,000	10	10	100
Chicago and Northwestern, pref.	20,370,293	7	89	100
Cleveland and Mahoning* guar.	2,056,000	7	7	100
Cleveland and Toledo* guar.	6,250,000	8	34	100
Cochecho, preferred.	177,750	8	8	100
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	85
Cumberland Valley, 1st pref.	241,900	8	8	114
" 2d pref.	242,000	8	8	100
Delaware, * guaranteed.	594,261	6	6	100
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	6	100
Dubuque and Sioux City* preferred and guaranteed.	1,088,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	100
Eastern (N. H.)* guaranteed.	492,500	8	8	100
Elmira, Jefferson and Canandaigua* guaranteed.	500,000	5	5	100
Elmira and Williamsport* guar.	500,000	5	5	100
Elmira and Williamsport* preferred and guaranteed.	500,000	7	78	100
Erie, preferred.	8,536,910	7	45	100
Hannibal and St. Joseph, pref.	5,253,836	7	115	100
Harrisburg and Lancaster* guar.	1,182,550	7	7	100
Housatonic, preferred.	1,180,000	8	4	99
Huntingdon & Broad Top Mountain, preferred.	190,750	7	7	100
Joliet and Chicago* guar.	1,500,000	7	7	100
Joliet and Northern Indiana* guar.	300,000	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	100
Leeds and Farmington* guar.	500,000	7	7	100
Little Schuylkill* guar.	2,646,100	7	7	100
Louisville, Cincinnati and Lexington preferred.	848,315	9	9	90
Marietta and Cincinnati, 1st pref.	6,586,135	6	19	100
" 2d pref.	4,051,744	6	18	100
Manchester and Lawrence* guar.	1,000,000	9	9	100
Michigan Southern, guaranteed.	586,800	10	10	100
Mill Creek and Mine Hill* guar.	323,375	10	10	100
Millwaukee and P. du Chien, 1st pref.	242,000	8	8	100
" 2d pref.	242,000	7	7	100
Milwaukee and St. Paul, preferred.	9,744,268	7	81	100
Mine Hill and Schuylkill Haven* guaranteed.	8,775,000	8	8	100
Mount Carbon & Ft. Carbon* guar.	282,250	12	12	100
New Haven and Northampton* guar.	1,344,000	2	2	100
New York and Harlem, pref.	1,500,000	8	8	134
Niagara Br. and Canandaigua* guar.	1,000,000	6	6	100
North Eastern (S. C.) preferred.	155,000	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	107	100
Ohio and Mississippi, pref.	3,500,000	7	74	100
Paterson and Hudson, guar.	630,000	8	8	100
Paterson and Ramapo, guar.	248,000	5	5	100
Peoria and Bureau Valley* guar.	1,200,000	6	6	100
Philadelphia and Erie.	5,996,700	10	10	100
Philadelphia and Reading, pref.	1,551,800	10	10	100
Philadelphia and Trenton, * guar.	1,099,120	10	10	100
Pittsfield and North Adams, guar.	450,000	6	6	100
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	100
Portland, Saco & Portsmouth* guar.	1,500,000	6	6	100
Portsmouth and Concord* guar.	350,000	7	7	100
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	100
Rochester and Genesee Valley* guar.	557,560	7	7	100
Rutland, preferred.	500,000	7	78	100
St. Louis, Alton and T. H. pref.	2,040,000	7	7	100
Sandusky and Cincinnati, pref.	445,516	6	36	100
Schuylkill Valley* guar.	576,000	5	5	100
Shamokin Valley & Pottsville* guar.	869,450	5	5	100
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	100
" (K. D.) pref.	1,700,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	78	100
Troy and Greenbush* guar.	274,000	7	7	100
Vermont and Canada* guar.	2,500,000	8	8	100
Warren* guar.	1,408,300	7	7	100
White Mountains* guar.	200,000	5	5	100
Wrightsv. York & Gettysburg* pref.	317,050	2	2	100
CANAL STOCKS:				
Delaware Division* guar.	1,633,350	8	8	100
Morris, preferred.	1,176,000	10	67	100
Schuylkill Navigation, pref.	2,888,907	6	32	100
Union, preferred.	600,000	6	6	100
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	6,774,400	7	7	100
Mariposa Mining, pref.	6,774,400	7	7	100

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 14 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 15 cents per lb.; Pig, 80 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton. 32 50 @ 36 —
 Pig, American, No. 1.....31 @ —
 Pig, American, No. 2.....33 @ 32 —
 Pig, American, Forge.....27 @ 29 —
 Bar, Refined, English and American.....@ 75 —
 Bar, Swedes, assorted sizes.....(gold). 85 @ 100 —

STORE PRICES.

Bar, Swedes, ordinary sizes.....@ 110 —
 Bar, Refined.....80 @ 85 —
 Bar, Common.....75 @ 80 —
 Scroll.....97 50 @ 130 —
 Ovals and Half-round.....100 @ 125 —
 Band.....95 @ —
 Horse Shoe.....95 @ —
 Rods, 1/2 @ 3-16 inch.....85 @ 120 —
 Hoop.....105 @ 150 —
 Nail Rod.....per lb. 7 @ — 74
 Sheet, Russia, as to No.'s.....(gold) 11 @ — 114
 Sheet, Single D. and T. Common.....44 @ 6 —
 Rails, English.....(gold) per ton. 87 @ 59 —
 Rail, American, at Works in Penna. c'y. 70 @ 71 —
 Anvils, (Eagle).....per lb. currency. 8 @ —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 34 cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality) per lb. 15 @ — 18
 English Spring (2d and 1st quality).....7 @ — 10
 English Blister (2d and 1st quality).....10 @ — 17
 English Machinery.....114 @ — 14
 English German (2d and 1st quality).....13 @ — 15
 American Blister "Black Diamond".....@ 12 —
 American, Cast, Tool, do.....@ 17 —
 American, Spring, do.....9 @ — 11
 American Machinery do.....@ 12 —
 American German do.....9 @ — 12

NAILS—Duty: Cut, 1 1/2; Wrought, Horse Shoe, 2 1/2 5 cents per lb. (Cash.)

Cut, 4d. @ 10d.....per 100 lb. 4 37 1/2 @ 4 50
 Clinch.....5 87 1/2 @ 6 —
 Horse Shoe, Forged (No. 10 to 6).....per lb. 23 @ — 28
 Copper.....@ — 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....(gold) per lb. 36 1/2 @ — 36 1/2
 Straits.....(gold).....@ — 33
 English.....(gold).....@ — 32
 Plates—Fair to good brands.....Gold.....Currency.....
 I. C. Charcoal.....per box. 8 25 @ 8 87 1/2 9 75 @ 10 50
 I. C. Coke.....7 25 @ 8 — 8 50 @ 9 50
 Coke Terne.....5 65 @ 6 75 6 75 @ 7 75
 Charcoal Terne.....7 50 @ 8 — 9 @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk) per gall. 11 1/2 @ — 12
 Crude, 40 @ 47 gravity (in shipping order) 16 @ —
 Refined, prime L. S. to W. (110 @ 115 test).....@ — 24
 Refined, Standard White (in ship's order).....@ — 25
 Refined, prime White (in shipping order).....@ — 28
 Refined, S. W. (in jobbing lots).....@ — 29
 Refined, S. W. (in tin).....29 @ — 30
 Naptha, Refined, (65 @ 75 gravity).....@ 34 @ — 35
 Residuum.....per bbl. 4 @ —

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 16 inches, 24 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 14; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2 1/2; all over that, 3 cents per lb.

American Window. (Single Thick.)

Sizes.	1st.	2d.	3d.	4th.
A.	B.	C.	D.	
6 by 8 to 7 by 9.....	\$7 75	\$7 00	\$6 50	\$6 00
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36.....	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44.....	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50
Above.....	25 00	25 00	20 00	16 00

(The above subject to a discount of 55 @ 60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10.....(4 qts.)	per 50 feet. 10 @ 7 75
8 by 11 to 10 by 15.....(4 qts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qts.)	12 @ 9 25
14 by 16 to 16 by 24.....(4 qts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qts.)	15 @ 10 50
20 by 28 to 24 by 30.....(4 qts.)	18 50 @ 12 —
26 by 28 to 24 by 36.....(4 qts.)	19 50 @ 12 50
26 by 34 to 26 by 40.....(3 qts.)	21 50 @ 16 —
28 by 38 to 28 by 44.....(3 qts.)	22 @ 16 50
28 by 46 to 30 by 48.....(3 qts.)	23 @ 17 —
30 by 50 to 32 by 52.....(3 qts.)	24 50 @ 18 —
32 by 54 to 34 by 56.....(3 qts.)	25 50 @ 19 50
34 by 58 to 34 by 60.....(3 qts.)	30 @ 22 —
35 by 60 to 40 by 60.....(3 qts.)	36 @ 23 —

(Subject to a discount of 55 @ 65 per cent.)
 English sells at 40 @ 50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

	Th. 13.	F. 14.	Sat. 15.	M. 17.	Tu. 18.	W. 19.
Canton Co.....	67 1/2	68	68 1/2	68 1/2	68 1/2	68 1/2
Central Pacific 6s.....	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
Central of N. Jersey.....	107	107 1/2	108	109	108 1/2	108 1/2
Chicago & Alton.....	112 1/2	113	113 1/2	114	114	114
.. pref.....	115 1/2	116	116 1/2	117	117	117
.. 1 M.....	115 1/2	116	116 1/2	117	117	117
.. S. F.....	115 1/2	116	116 1/2	117	117	117
.. Inc. bds.....	115 1/2	116	116 1/2	117	117	117
Chicago, Burl. & Q.....				151		
.. 8s, 1883.....	81 1/2	81 1/2	82	82 1/2	82 1/2	82 1/2
Chic. & Northwestern.....	81 1/2	81 1/2	82	82 1/2	82 1/2	82 1/2
.. pref.....	88 1/2	89 1/2	89 1/2	90 1/2	90 1/2	90 1/2
.. 1st M.....	88 1/2	89 1/2	89 1/2	90 1/2	90 1/2	90 1/2
.. S. F.....	88 1/2	89 1/2	89 1/2	90 1/2	90 1/2	90 1/2
.. Consol.....	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
Chic. Rock Isl. & Pac. 113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
Ohl., R. I. & Pa. 7s, 1896 97.....	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Clev., Col. C. and Ind.....			81	81		
Clev. and Pittsburg.....	107	107	107	107	107	107
.. 2 M.....	107	107	107	107	107	107
.. 3 M.....	107	107	107	107	107	107
.. 4 M.....	107	107	107	107	107	107
Clev. and Toledo.....						
.. S. F. 7s.....	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
Col., Chl. & Ind. C.....	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
.. 1 M.....	79	79	78 1/2	78	77 1/2	77 1/2
.. 2 M.....	79	79	78 1/2	78	77 1/2	77 1/2
Cumberland Coal pref.....	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
Del. & Hudson Canal.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Del. Lack. & Western 107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
.. 1 M. 7s.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
.. 2 M. 7s.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Dubuque & Sioux City.....						
Erie Railway.....	22 1/2	22 1/2	23	23 1/2	23 1/2	23 1/2
.. pref.....	22 1/2	22 1/2	23	23 1/2	23 1/2	23 1/2
.. 1 M. 7s, 1897.....	86	87	87	87	87	87
.. 2 M. 7s, 1879.....	86	87	87	87	87	87
.. 3 M. 7s, 1883.....	86	87	87	87	87	87
.. 4 M. 7s, 1880 80.....	79 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
.. 5 M. 7s, 1888.....	85	85	85	85	85	85
Great Western 2d mort. 85.....	85	85	85	85	85	85
Hannibal & St. Joseph.....		110		109	107	107
.. pref. 117.....	110 1/2	110 1/2	110 1/2			115 1/2
Hudson River.....						
.. 2 M. S. F.....	110	110	110	110	110	110
.. 3 M. 7s, 1875.....	110	110	110	110	110	110
Illinois Central.....				136 1/2	136	
.. bds.....				136 1/2	136	
Lake Shore & Mich. S. 94 1/2	94 1/2	95	94 1/2	94 1/2	94 1/2	94 1/2
Lake Shore Div. bonds.....	94 1/2	95	94 1/2	94 1/2	94 1/2	94 1/2
Marietta & Cin. 1st pref.....						
.. 2d pref.....						
Michigan Central.....	121 1/2	121 1/2	121 1/2	121		
.. S. F. 8s, 1882.....	121 1/2	121 1/2	121 1/2	121		
.. conv. 8s, '69.....	121 1/2	121 1/2	121 1/2	121		
M. S. and N. I. 1 M. S. F.....			100		100 1/2	100 1/2
.. 2 M.....			100		100 1/2	100 1/2
Mariposa Mining Co. 54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
.. pref.....	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
.. Tr. 10s cts.....	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
Milw. and St. Paul.....	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2
.. pref.....	81 1/2	82	82 1/2	82 1/2	81 1/2	81 1/2
.. 1st mort.....	81 1/2	82	82 1/2	82 1/2	81 1/2	81 1/2
.. 2d mort.....	81 1/2	82	82 1/2	82 1/2	81 1/2	81 1/2
.. 8s.....	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
.. 7s-10s con. 92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
Missouri 6s.....	91	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
.. H. & St. J. iss.....	91	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
Morris and Essex.....	92	91 1/2	92	92	93	93
.. 1st mort.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
.. 2d mort.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
New York Central.....				96		
.. 7s, S. F. 1876.....	96	96	96	96	96	96
.. 7s, conv. '76.....	96	96	96	96	96	96
.. 6s, S. F. 1883.....	96	96	96	96	96	96
.. 6s, S. F. 1887.....	96	96	96	96	96	96
N. Y. Cen. & Hud. Riv. 93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. certificates 88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
N. York and Harlem.....				135	135 1/2	135 1/2
.. pref.....	134 1/2	134 1/2	134 1/2	134 1/2	134 1/2	134 1/2
.. 1 M. 7s, 1873.....	134 1/2	134 1/2	134 1/2	134 1/2	134 1/2	134 1/2
N. Carolina 6s.....		27 1/2				
.. new.....		27 1/2				
Ohio and Miss.....	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
.. pref.....	74	74	74	74	74	74
.. 1st M.....	90	90	90	90	90	90
Pacific Mail S. S. Co. 45	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	44 1/2
Panama.....	82	82	82	82	82	82
Phila. and Reading.....	100 1/2	100 1/2	101	101 1/2	101 1/2	100 1/2
Pitta., Ft. W. & Chl. gdt. 93	93	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. 1 M.....	104	104	104	104	104	104
.. 2 M.....	104	104	104	104	104	104
.. 3 M.....	104	104	104	104	104	104
Quicksilver Mining Co.....						51 1/2
St. L., Alton & T. H.....						
.. pref.....	97	97	97	97	97	97
.. 1 M.....	97	97	97	97	97	97
.. 2 M. pref.....	97	97	97	97	97	97
.. Income bds.....	97	97	97	97	97	97
Tennessee 6s.....	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2
.. new.....	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2
Tol., Wab. & Western. 54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
.. pref.....	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
.. 1 M.....	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
.. 2 M.....	87 1/2	87 1/2	87 1/2	87 1/2	86 1/2	86 1/2
.. Equipment.....	80	80	80	80	80	80
Union Pacific.....	26	24	26 1/2	26 1/2	26 1/2	26 1/2
.. 1st mort.....	83 1/2	83 1/2	83 1/2	82 1/2	82 1/2	82 1/2
.. L. Gt. 7s.....	83 1/2	83 1/2	83 1/2	82 1/2	82 1/2	82 1/2
.. Inc. 10s.....	73	72 1/2	73	70 1/2	70 1/2	70 1/2
Virginia ex-coupon.....	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

Th.13.F.14.Sat.15.M.17.Tu.18.W.19

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	106	106	106	106	106	106	106
U. S. 5s, 1871, coup.	106	106	106	106	106	106	106
U. S. 5s, 1874, reg.	106	106	106	106	106	106	106
U. S. 5s, 1874, coup.	106	106	106	106	106	106	106
U. S. 5s, 10-40s, coup.	106	106	106	106	106	106	106
U. S. 5s, 10-40s, reg.	106	106	106	106	106	106	106
U. S. 5s, 1881, reg.	114	114	114	114	114	114	114
U. S. 5s, 1881, coup.	114	114	114	114	114	114	114
U. S. 5s, '81, O.W.L.y.	114	114	114	114	114	114	114
U. S. 5s, 1881, . . .	114	114	114	114	114	114	114
U. S. 5s, 5-20s, reg.	108	108	108	108	108	108	108
U. S. 5s, 5-20s, c. 1862, 112	112	112	112	112	112	112	112
U. S. 5s, 5-20s, c. 1864, 108	108	108	108	108	108	108	108
U. S. 5s, 5-20s, c. 1864, 111	111	111	111	111	111	111	111
U. S. 5s, 5-20s, reg. '65, 108	108	108	108	108	108	108	108
U. S. 5s, 5-20s, c. 1865, 111	111	111	111	111	111	111	111
U. S. 5s, 5-20s, r. n. '65, 110	110	110	110	110	110	110	110
U. S. 5s, 5-20s, c. n. '65, 110	110	110	110	110	110	110	110
U. S. 5s, 5-20s, c. '67, 110	110	110	110	110	110	110	110
U. S. 5s, 5-20s, c. 1867, 110	110	110	110	110	110	110	110
U. S. 5s, 5-20s, reg. '68, 110	110	110	110	110	110	110	110
U. S. 5s, 5-20s, c. '68, 110	110	110	110	110	110	110	110
U. S. 5s, Pac.R.R. issue	110	110	110	110	110	110	110

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

W.12.Th.13.F.14.Sat.15.M.17.Tu.18

Catawissa	38	38	38	38	38	38	38
.. preferred	38	38	38	38	38	38	38
Camden and Amboy	115	115	115	115	115	115	115
.. 6s, 1870	115	115	115	115	115	115	115
.. 6s, 1875	115	115	115	115	115	115	115
.. 6s, 1883	92	92	92	92	92	92	92
.. 6s, 1889	92	92	92	92	92	92	92
.. mort. 6s, '89	96	96	96	96	96	96	96
Elmira & Williamsport	96	96	96	96	96	96	96
.. pref.	96	96	96	96	96	96	96
.. 7s	92	92	92	92	92	92	92
Lehigh Navigation	33	33	33	33	33	33	33
.. 6s, 1884	83	83	83	83	83	83	83
.. Gold L.	88	88	88	88	88	88	88
.. R. R. L.	89	89	89	89	89	89	89
Lehigh Valley R.R.	58	58	58	58	58	58	58
.. 6s new coup.	98	98	98	98	98	98	98
.. 6s new reg.	99	99	99	99	99	99	99
Little Schuylkill R.R.	42	42	42	42	42	42	42
.. 7s	100	100	100	100	100	100	100
Minehill	52	52	52	52	52	52	52
Morris Canal	52	52	52	52	52	52	52
.. pref.	52	52	52	52	52	52	52
.. 1st mort.	52	52	52	52	52	52	52
North Pennsylvania	43	43	43	43	43	43	43
.. 6s, 1880	94	94	94	94	94	94	94
.. 7s	94	94	94	94	94	94	94
.. 10s, 1887	111	111	111	111	111	111	111
Northern Central	42	42	42	42	42	42	42
Pennsylvania R.R.	60	60	60	60	60	60	60
.. 1st M.	60	60	60	60	60	60	60
.. 2d M.	101	101	101	101	101	101	101
Penn. State, 6s, 1st series	110	110	110	110	110	110	110
.. 6s, 2d series	110	110	110	110	110	110	110
.. 6s, 3d series	110	110	110	110	110	110	110
.. 6s, W.L.	104	104	104	104	104	104	104
Philadelphia City, 6s	102	102	102	102	102	102	102
.. new	102	102	102	102	102	102	102
Philad., Germ. & Nor.	50	50	50	50	50	50	50
Phila. & Reading	50	50	50	50	50	50	50
.. 7s, 1893	88	88	88	88	88	88	88
Philadelphia and Erie	27	27	27	27	27	27	27
.. 6s	88	88	88	88	88	88	88
.. 7s	88	88	88	88	88	88	88
Schuylkill Navigation	7	7	7	7	7	7	7
.. pref.	73	73	73	73	73	73	73
.. 6s, 1882	73	73	73	73	73	73	73
.. 6s, 1876	73	73	73	73	73	73	73
.. 6s, 1872	73	73	73	73	73	73	73
Susq. Canal	15	15	15	15	15	15	15
.. 6s, 1878	15	15	15	15	15	15	15
Union Canal, pref.	15	15	15	15	15	15	15
.. 6s, 1878	15	15	15	15	15	15	15
Hestonville, (Horse)	15	15	15	15	15	15	15
Chestnut & Wal.	15	15	15	15	15	15	15
Green & Coates	15	15	15	15	15	15	15
2d and 3d streets	50	50	50	50	50	50	50
Spruce and Pine	50	50	50	50	50	50	50
13th and 15th sts.	50	50	50	50	50	50	50

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

W.12.Th.13.F.14.Sat.15.M.17.Tu.18

Baltimore City 6s, 1875	92	92	92	92	92	92	92
.. 1886	93	93	93	93	93	93	93
.. 1890	93	93	93	93	93	93	93
.. 1884	93	93	93	93	93	93	93
Balt and Ohio	131	131	131	131	131	131	131
.. bonds, 1875	131	131	131	131	131	131	131
.. 1880	131	131	131	131	131	131	131
.. 1885	131	131	131	131	131	131	131
Marietta & Cin. 1st M.	91	91	91	91	91	91	91
.. 2d M.	70	70	70	70	70	70	70
Northern Central	70	70	70	70	70	70	70
.. bonds, 1885	70	70	70	70	70	70	70
.. 1900	70	70	70	70	70	70	70
N. W. Va. 1st mort.	70	70	70	70	70	70	70
.. 2d mort.	70	70	70	70	70	70	70
.. 3d mort.	70	70	70	70	70	70	70
City Passenger R.R.	20	20	20	20	20	20	20

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

Th.13.F.14.Sat.15.M.17.Tu.18.W.19

Boston and Albany	148	148	148	148	148	148	148
Boston and Lowell	137	137	137	137	137	137	137
Boston and Maine	148	148	148	148	148	148	148
Boston and Providence	146	146	146	146	146	146	146
Boston, Hartford & Erie	4	4	4	4	4	4	4
.. 7s, new	28	28	28	28	28	28	28
Cheshire, pref.	27	27	27	27	27	27	27
Concord	135	135	135	135	135	135	135
Connecticut River	135	135	135	135	135	135	135
Eastern	123	123	123	123	123	123	123
Fitchburg	132	132	132	132	132	132	132
Manchester & Law'ree	135	135	135	135	135	135	135
Michigan Central	121	121	121	121	121	121	121
Northern, N. H.	111	111	111	111	111	111	111
Ogdens & Lake Champ	87	87	87	87	87	87	87
.. pref.	107	107	107	107	107	107	107
Old Colony & Newport	97	97	97	97	97	97	97
Ph. Wil. & Baltimore	54	54	54	54	54	54	54
Port'd, Saco & Ports	113	113	113	113	113	113	113
Union Pacific	24	24	24	24	24	24	24
.. 6s	81	81	81	81	81	81	81
.. Land Grant 7s	71	71	71	71	71	71	71
.. Income 10s	71	71	71	71	71	71	71
Vermont & Canada	106	106	106	106	106	106	106
Vermont & Mass.	106	106	106	106	106	106	106
South Boston (Horse)	98	98	98	98	98	98	98
Cambridge	98	98	98	98	98	98	98
Metropolitan	70	70	70	70	70	70	70
Middlesex	69	69	69	69	69	69	69
Central Mining Co.	69	69	69	69	69	69	69
Copper Falls	69	69	69	69	69	69	69
Franklin	69	69	69	69	69	69	69
Huron	69	69	69	69	69	69	69
Ile Royale	69	69	69	69	69	69	69
National	69	69	69	69	69	69	69
Pewabic	2	2	2	2	2	2	2
Pittsburg	20	20	20	20	20	20	20
Quincy	20	20	20	20	20	20	20

London Stock Exchange.

Closing Prices—
Oct. 7. Sept. 30.

Atl. & Gt. West. N. Y. sec. 7 per ct	65	70	65	70
1st mort., 1880	50	60	50	60
Do. do., 2d mort., 1881	50	60	50	60
Do. Penn., 1st mort., 1877	50	60	50	60
Do. do., 2d mort., 1882	50	60	50	60
Do. Consol. 7 per cent. mort. 1880	27	28	25	26
Detroit and Milwaukee 1st mort. 7s	70	74	70	74
Do. 2d mort. 8 p. c.	70	74	70	74
Erie shares 100 dol. all paid	62	65	62	65
Do. sterlg. 6 p. c. convertible bonds	62	65	62	65
Do. 3d mort. 7 p. c. 1883	—	—	—	—
Illinois Central, 6 per cent., 1875	98	100	100	103
Do. Redemption mort. bonds 6 p. c.	89	91	89	91
Do. 7 per cent., 1875	109	110	109	110
Do. 100 dol. shares, all paid	78	82	78	82
Marietta and Cin. R.R. bonds 7 p. c.	78	82	78	82
New York Central, 100 dol. shares	96	98	97	99
Penn. R.R. bonds, 2d mort. 6 p. c.	96	98	97	99
Do. General mort. 6 p. c. 1910	91	92	90	90
Do. \$50 shares	45	48	45	48
Philadelphia and Erie 1st mort. 1881	92	95	93	98
Do. with option to be paid in Phila.	92	95	93	98

American Railroad Journal.

Saturday, October 22, 1870.

Stock Exchange and Money Market.

The last city bank statement was more favorable than had been anticipated, having shown an increase of $\frac{1}{4}$ th of a million in the legal tender reserve, with only a moderate decrease in the specie item, and the deposits. The loans and circulation were enlarged. The supply of Money on call has been more liberal at from 5@7, generally at 5@6 per cent., with a fairly active speculative inquiry noted, chiefly for Stock Exchange purposes. There has been a free currency for prime to good mercantile paper at from 7@9 per cent. per annum, with a comparatively moderate offering reported of names grading up to prime. The U. S. Sub Treasury added about $1\frac{1}{4}$ millions to each of its coin and currency balances. Of the 1871 five per cents, now being redeemed, by the Sub Treasurer, under the recent order, over two millions have already been offered to the Government, for retirement.

In the new London banking house of Messrs. Jay Cooke & Co., Hon. Hugh McCulloch, who is

to leave for Europe at an early day, will have as his associate partner, Mr. J. H. Puleston, the accomplished and popular senior partner in the banking firm of Puleston, Raymond & Co., of this city.

The specie reserve of the city banks according to the latest return is \$11,610,708, against \$20,399,070 same time last year. The city bank deposits are now \$187,489,715, against \$178,642,986 week ending Oct. 16, 1869. The legal tender reserve amounts to \$50,526,279, against \$53,229,504 same time last year. The circulation now stands at \$32,967,705, against \$24,217,114 same time last year. The loans are now \$265,275,290, against \$248,537,984 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$87,257,885 a day, against a daily average of \$75,948,742 the preceding week. The current weeks' exchanges average about 99 $\frac{3}{4}$ millions a day. The city banks, last week, reported a loss of \$986,983 of specie, and \$2

previous of \$6,546,896 currency, and \$62,641,472 coin.

The aggregate receipts of the U. S. Sub-Treasury in September were \$45,989,781, including \$14,704,035 from customs; aggregate payments, \$57,098,400, including \$3,988,005 of coin interest.

The U. S. Sub-Treasurer issued in September \$1,187,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, \$2,726,714 of coin certificates, received for customs.

Government revenues have made a fair average yield to the Treasury, since our last. The excises, during the week yielded about 3½ millions; customs at the port of New York, \$2,973,714, and at the outports about a million (in coin) more, making the grand total income for the week equal to about \$7,970,400 in currency. The income of the Government, from excises, since July 1, 1870, has been about 59 millions.

Gold has been offered more freely and has been quoted lower, ranging from 112½ to 114¼; and closing on Wednesday at 113¼, as against 113½ the preceding Wednesday. There has been a less confident speculative call; and less urgency has been noted in the customs and export demand. Government marketed a million of Gold on Wednesday at 112 60/100 to 112 77/100. The aggregate of the bids was \$2,811,300. Toward the close, a stronger feeling was apparent in the Government, under freer speculative purchases.

The Gold Exchange held its annual election on Monday, choosing the following officers, and the usual standing committees: President, H. S. Camblos; First Vice President, T. A. Hoyt; Second Vice President, W. M. Whittemore; Secretary, T. P. Akers; Treasurer, R. L. Edwards. The aggregate receipts of the Exchange, last financial year, were \$56,276; expenditures, \$16,827.

According to the official programme of the Treasury Department for October, Government will sell Gold as follows: Wednesday, Oct. 26, \$1,000,000. And buy in Five-Twenties as follows: Thursday, Oct. 27, \$2,000,000.

The export drain last week was \$654,323 against \$802,174 week ending with Oct. 8; \$465,260 week ending with Oct. 1; \$1,345,408 week ending Sept. 24, less than a million week ending with Sept. 17; 1½ millions week ending Sept. 10; 1½ millions week ending Sept. 3; 2¼ millions week ending with Aug. 27th, about three millions the week ending with August 20th, 3½ millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th. The shipments thus far this year have been over 50½ millions, against 27½ millions same time in 1869; 66½ millions same time in 1868; 43 millions same time in 1867; nearly 54½ millions same time in 1866; and 23½ millions same time in 1865. On Wednesday of the current week, the specie exports were only \$179,778. The exchanges at the Gold Exchange Bank, which were 76¼ millions on Thursday of last week, were 87½ millions on Saturday, nearly 53 millions on Monday of this week, and only 28½ millions on Tuesday. On Wednesday they were over 56 millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was about 62½ millions.

The customs demand for Gold last week, averaged \$517,107 a day; thus far, this week, it has averaged \$419,008 a day, or equal to a weekly aggregate of \$2,514,048. The arrivals of

specie from Europe, Havana and other foreign ports, during the week were \$229,257; and since Jan. 1, 1870, \$8,489,011, against \$14,702,820 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been \$117,269,670 against \$109,039,230, same time in 1869.

The exports of specie, from this port, last week, were \$654,323 against \$1,010,513 same week last year; and since Jan. 1870, \$50,686,569, against \$27,383,284 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$303,006; and since Jan. 1, 1870, \$67,874,186 against \$69,783,452 same time in 1869.

The customs revenue of the port on Wednesday was —; and the coin interest disbursements were about \$31,000.

The customs revenue at the port of San Francisco, from Jan. 1 to Oct. 8th, was \$6,816,000, against \$6,701,000 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Oct. 8th, were \$26,831,000, against \$29,417,000 same time last year.

Foreign Exchange has been more active, and quoted firmer, closing strong. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, 109½@109¾. The offerings of produce bills have been fair. The week's exports of domestic produce have been to the currency value of \$3,196,133, and since January 1, 1870, \$144,755,201 against \$156,125,800, same time in 1869.

Government securities have been more generally sought after, partly on speculative account, but chiefly for investment purposes; and prices have been quoted stronger, though not very decidedly higher. The offerings have been quite moderate at the going rates.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113½@114; U. S. Five-Twenties of 1862, 112½@113; U. S. Five-Twenties of 1864 at 111½@111¾; U. S. Five-Twenties of 1865 at 112½@112¾; U. S. Five-Twenties of 1865 consolidated, 110½@110¾; U. S. Five-Twenties of 1867, 110½@110¾; U. S. Five-Twenties of 1868, 110½@110¾; U. S. Ten-forties at 106¾@106¾; U. S. Six per cent. currency bonds, 111½@111¾.

State bonds have been lightly dealt in throughout the week, but have been quoted generally firm in price.

Railway and miscellaneous share property has been in decidedly more active speculative demand at generally higher, though unsettled prices, — closing, however, quite heavily, under a pressure to realize, chiefly on speculative account.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 5.	Oct. 12.	Oct. 19.
Cuolsols	92½	—	92½
U. S. 5-20's of 1862 ..	91½	91	*89½
U. S. 5-20's, 1865	90¾	—	*88¾
" 1867	89¼	89¾	89¾
" 10-40's	85½	86½	87
Erie	18	18	18¾
Ill. Central	113	—	114
At. and Gt. West	26	—	30

* Ex-Coupon.

Railway bonds have been in rather better request, for investment purposes at firm prices. Central Pacific Sixes, have been more sought af-

ter, closing on Wednesday at 90¾@90½. The Union Pacific Sixes closed firmly on Wednesday at 88½@88¾. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been in demand at 90 per cent. and accrued interest.

At Frankfort on Wednesday, U. S. Five-Twenties were quoted at 95½.

General business has shown more activity in the domestic produce line, but at variable prices. Middling upland cotton closed tamely on Wednesday at 16½ cts. per lb. The stock of cotton now here is given at about 27,000 bales. The receipts at the port this week, have averaged about 5,600 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 269,850 bales, against 270,800 bales same time in 1869-70; exports same time 73,850 bales, against 79,100 bales same time in 1869-70; stock on hand at latest dates, 177,850 bales, against 127,775 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 12,986 pkgs., against 18,299 pkgs., same time in 1869. From Boston, 5,010 pkgs. in 1870, against 6,489 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves of good quality have been in less request and lower; we quote the range at from 8@16½c. per lb.; week's receipts, 9,263. Milch cows in demand at \$40@\$100 each, receipts, 113. Veal calves have been less saleable at from 3½@11½c. per lb.; receipts, 2,684. Sheep in less request at from 4½@6¾c.; lambs at 6½@9c. per lb.; receipts, 42,494. Swine have been in demand at 8¾@8¾c. per lb., all live weight; receipts, 22,515.

Foreign goods have been less freely dealt in at about steady rates. The dry goods entries at this port, last week, were \$2,259,031, making with the general merchandise imports, a total of \$5,018,214, against \$6,852,635 the preceding week.

Ocean freights have been quoted stronger, but have not been remarkably active, the scarcity of ship room checking engagements. For Liverpool we quote flour at 2s. by sail, and 2s. 6d. by steamer per bbl.; grain at 8d. by sail, and 9d. by steamer per bushel; cotton at ¼@½d. by sail and ½d. @½d. by steamer per lb.; and heavy goods 20s. @27s. 6d. by sail, and 25s. @45s. by steamer, per ton. Total number of vessels in port on Wednesday, 478.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending October 18th, and since the beginning of the year:

	1869.	1870.
For the week	\$4,149,217	\$3,196,133
Previously reported ..	151,976,583	141,559,068

Since Jan. 1

The imports for the week ending Oct. 15, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	\$1,319,456	\$2,259,031
Gen. merchandise	2,418,333	2,759,183

Total for the week	\$3,737,789	\$5,018,214
Previously reported	240,316,760	288,361,257

Since January 1

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Hannibal and St. Joseph 8s, con., 106½; St. Louis and Iron Mountain 1st mort., 87; Cedar Falls and Minnesota 1st mort., 84½; Jefferson R. R. 1st mort., 91; Ohio and Miss. consol. bonds, 87¾; Long Dock bonds, 89; Peninsula R. R. 1st mort., 90; Morris and Essex const. bonds, 89; Pacific R. R. bonds, guar. by Mo., 94½; Toledo, Peoria and Warsaw 1st mort., W.D., 80; N.Y. and N.H.R.R., 151; do., scrip, 140; New Jersey R. R., 114¼; Long Island R. R., 67; North Carolina 6s, special tax, 22¾; South Carolina 6s, old, 80; do., new, Jan. and July, 68½; Virginia 6s, reg., 1867, 57; California 7s, 112; N. Y. State 7s, Bounty Loan, reg., 107¾; Arkansas 6s, Fund Act, 62; Western Union Tel., 41½; Maryland Coal, 25; Consol Coal of Md., 26; American Coal, 37; Am. Mer. Union Exp., 44½; U. S. Exp., 36½; Wells Fargo Exp., 37½; do., old, 12¾; Adams Express Co., 67; Atlantic Mail S. S. Co., 25.

Philadelphia.—Pennsylvania R.R. General mort. coupon, 96; Pennsylvania and New York Canal 7s, 92; Wilmington and Reading 7s, 91; West Jersey 7s, 90½; Belvidere Delaware 3d mort., 85; Oil Creek and Allegheny River R. R., 44½; do., 7s, 80; Wyoming Valley Canal, 25; Pennsylvania State Inclined Plane Loan, 107; Philadelphia City 6s, prior to 1862, 103½; Daizell oil, ½; N. Y. and Middle Coal Fields, 4.81. The latest quotations are: City 6s, 101¾@102¼; do. free of tax, 102½@—; State 5s, coupon, 103@105; do., 6s, W. L., 104@—; do., 1st series, 104@106; do., 2d series, 105@106; do., 3d series, 109@110½; Reading, 50¾@50¾; do., 7s, 1898, 105@—; do., mort. 6s, 1880, 97@97½; Camden and Amboy, 115½@116; do., mort. 6s, 1889, 96½@97½; do., 1888, 92@93; do., 1889, 92@92½; Penn. R. R., 60½@60¾; do., 1st mort., 102½@102¾; do., 2d mort., 101@101½; Little Schuylkill R. R., 42@42½; Morris Canal, 25@30; do., pref., 65@70; do., 6s, 80@84; do., scrip 7s, 65@—; Susquehanna Canal, 5¾@6½; do., 6s, 45@47; Schuylkill Nav., 7@8½; do., pref., 16@16½; do., 6s, 1882, 73@73¾; Elmira and Williamsport pref., 39@40½; do., 7s, 1873, 92@92½; do., 5s, 57¾@60; Lehigh Coal and Navigation, 32¾@32¾; do., 6s, 1884, 82@83; do., R. R. Loan, 89@90; do., Gold Loan, 89@89½; North Pennsylvania, 42½@43½; do., 6s, 98@99; do., 7s, 93@94; do., Chattelle 10s, 111¾@—; Philadelphia and Erie, 27@27½; do., 6s, 91@—; Minehill, 51@52; Catawissa, 12@15; do. pref., 38½@39¼; Lehigh Valley, 58½@58¾; do., 6s, 100½@—; do., 6s, reg., 98½@99½; Fifth and Sixth streets, (horse), 37@40; Second and Third, 50@50¼; Thirteenth and Fifteenth, 21@22½; Spruce and Pine, 25@26; Green and Coates, 39@40; Chestnut and Walnut, 44@44½; Hestonville, 15@15¼; Union, 44@—.

Boston.—Western R. R. 6s, 1875, 101½; Phila., Wil. and Balt. 6s, 1887, 95; Vermont Central 1st mort., 85; Stanstead, Shefford and Chamdly 7s, 82¾; Cedar Rapids and Missouri 7s, 1916, 88¾; Derby R. R. 1st mort. 7s, 100; Iowa Central R. R. 7s, 90; Hannibal and St. Joseph 8s, 105½; Indianapolis and Cincinnati R. R., 10; Marginal Freight R. R., 5; Norwich and Worcester R. R., 103½; Nashua and Lowell R. R., 143¾; Rutland pref., 73; Cincinnati, Sandusky and Cleveland R. R., 16¾ do., 7s, 75½; Boston Water Power Co., 16; Cary Imp., 8¾; Waverly Land, 1½; Mass.

achusetts 6s, 1876, gold, 108½; do., 5s, 1888, gold, 96½; do., 5s, 1894, gold, 98¾; New Hampshire 6s, 1884, 99¾; Rhode Island 6s, 1882, 90½; Maine 6s, 97½; Boston 6s, 1880, currency, 100¾; do., 5s, 1878, gold, 96¾; do., 1882, gold, 96½; do., 1877, gold, 97½; Worcester 6s, 1880, 99½; Salem 6s, 1888, 99½; St. Louis Co. 7s, 1888, 95½; Cook Co., Ills., 7s, 97¾; Portland 6s, 1897, 90¾; do. Water Works 6s, 1888, gold, 80; Chicago 7s, 98; Calumet, 90; Hanover, 35c.; Hancock, 1½; Mesnard, 50c.; Petherick, 35c.; South Side, 25c.

Baltimore.—Richmond and Danville bonds, 77¾; Western Maryland 1st mort., undorsed, 76; do. 2d mort., pref., 62; Orange and Alexandria 2d mort., 75; Pittsburg and Connellsville bonds, 92; Maryland Defense bonds, 103; Virginia 6s, old, reg., 51½; do. 1867, 58½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91½@91¾; Baltimore and Ohio, 130@131; do., 6s, 1875, 94@95; do., 1880, 94@95; do., 1885, 92@92½; Northern Central, 41¾@42¼; do., 6s, 1885, 92½@94; do., 1900, 86¾@87¼; do., 6s, 1900, gold, 93¾@94; Parkersburg Branch, —@7½; N. W. Va. 1st mort., 94@95; do., 2d mort., 95@95; do., 3d mort., 1885, 88@90; Marietta and Cincinnati 7s, 1892, 91¾@92; do. 2d mort., 75@76; Central Ohio, 24@25; do., 1st mort., 83@—; Western Md. 6s, 1890, 76@77; do., guar., by Baltimore City, 90@92½; do. 2d mort., guar., 88@—; do. 6s, pref., 62@62½; do. 6s, guar., by Washington Co., 80@83; Richmond and Danville bonds, 77¼@77½; Orange and Alexandria 1st mort., 6s, 82@82; do., 2d mort., 6s, 74@76; do. 3d mort., 8s, 85½@—; do. 4th mort., 8s, 74@75; Orange, Alex. and Manassas 7s, 75@75; Virginia and Tennessee 8s, 81½@82½; do., 6s, 1st mort., 80@82½; do., 6s, 2d mort., 78@75; Baltimore 6s, 1875, 91¼@92; do., 1884, 91¾@92½; do., 1886, 92@93; do., 1890, 93@93¼; do., 1893, —@93; do., 5s, 1888-'70, 75@80; Memphis City 6s, 57@59; Maryland Defense Loan, 1883, 102¾@103; City Passenger R. R., 20@21; George's Creek Coal, 60@62; Atlantic Coal, 1.50@3.00; Bare Hill, 0.00@0.20.

At the annual meeting of the stockholders of the Rockford, Rock Island and St. Louis Railroad Company held in Rock Island on the 12th inst., the following persons were elected directors for the ensuing year: H. H. Boody, Leo Lehman, Henry Budge, D. A. Boody, and O. D. Ashley, New York; J. R. Young, Chicago; Calvin Truesdale, Rock Island; John Moses, Winchester, and David Turnbull, Monmouth. J. R. Young was subsequently elected President, and John P. Whitehead, Secretary.

The Common Council of Portland, Me., have passed an order placing upon equality with the existing mortgage of \$700,000, upon the Portland and Rochester Railroad, held by the city, another mortgage of \$350,000, to be negotiated by the road, making, in fact, one complete joint mortgage of \$1,050,000, fully secured by the entire property of the road. This will enable the company at once to finish and equip the road to Rochester.

Stephen Kenrick, Samuel P. Dow, B. F. Martin, Joseph B. Walker, S. N. Bell have been elected directors of the Concord and Portsmouth railroad company.

HARVEY FISK.

A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT
SECURITIES, No. 5 NASSAU ST.,
NEW YORK, Oct. 15, 1870.

THERE IS NOW A CLEAR PROFIT OF 20 per cent. in an exchange of United States 5 20 bonds for the Central Pacific Railroad bonds—in other words, for every \$5,000 of the former there may be obtained \$6,000 of the latter bonds, bearing the same rate of interest (6 per cent. in coin), not subject to be called in for twenty-five years, and founded upon a security sufficient to satisfy the most critical investors.

The Central Pacific Railroad is one of the most prominent and productive lines on the Continent, and its Securities have a ready and active market, both in this country and in Europe. They can always be converted into money as readily as the bonds of the Government, and their stability and safety are thoroughly established and universally recognised.

Having originally negotiated these bonds, and knowing their value, we make a specialty of dealing in them, as in Government securities, and have no hesitation in recommending them to our friends and customers contemplating investments or the exchange of Five-Twenties.

FISK & HATCH.

Proposed Bridge Across the Delaware.

A board of officers, consisting of Gen. J. C. Woodruff, Col. J. D. Kurtz and Major W. R. King, of the Corps of Engineers of the United States Army, met on the 11th inst., at the office of the United States Engineer, No. 208 South Fifth street, Philadelphia, for the purpose of inquiring into the feasibility of erecting the Speakman drawbridge across the Delaware, and hearing any objections that might be offered. The plan proposed is for a suspension bridge, having a draw with three floors or roadways, diverging from the main floor of the bridge. It is intended that at least one of the draws shall be closed all the time, vessels entering at one end before the draw is opened at the other. Mr. Wm. E. Cramp was before the Board and presented various objections to the bridge, the principal ones being the obstruction of the river by the piers, this causing the ice to lodge, and the inadequate width of the proposed draw, it being seventy feet, while the width of the new city ice boat, for example, is sixty-eight feet, which would render it impossible for her to pass through with safety, having a vessel in tow during the winter season. He stated that navigators object very strongly to drawbridges of any sort, and this seemed to be an aggravated form of drawbridge, and no navigator would at any rate attempt to pass through unless all three of the floors were raised at once.

Twenty-five per cent. of the principal of the Repair bonds of the Chesapeake and Ohio Canal Company, guaranteed by the State of Virginia, with interest to the 1st instant on the said 25 per cent. of the principal, will be paid on presentation of the bonds at the banking-house of Alex. Brown & Sons, Baltimore.

It is stated that the Portland and Ogdensburg Railroad will extend to Steep Falls, in Baldwin, 28 miles from Portland, this fall. The rest of the road will be completed to Fryeburg, in order to lay the rails as soon as the ground settles in the spring.

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Oct. 18, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

108,818.—Dumping Car, Andrew J. Ballard, Cohoes, N. Y.

108,817.—Viaduct, Chas. Bender, Phoenixville, Pa.

108,827.—Rotary Grate Bars, David Byard, Sharon, Pa.

108,838.—Sectional Steam Generator, Byron Denmore, New York, N. Y.

108,838.—Snow Plow, Alexander Dunbar, New York, N. Y.

108,842.—Railway Track, John N. Farrah, Pepperell, Mass., and Jacob Stone, Belvidere, N. J.

108,845.—Safety Valve, Henry A. Goll, Chicago, Ills.

108,881.—Nut Fastening, Frederick Myers, New York, N. Y.

108,882.—Nut Fastening, Frederick Myers, New York, N. Y.

108,400.—Dumping Car, Eben C. Smeed, Lawrence, Kansas.

108,402.—Railway Chair and Clamp, Loyst J. Smith, New York, N. Y., assignor to himself and Henry D. Blake, same place.

108,404.—Car Coupling, Warren B. Snedaker, Phoenix, N. Y.

108,412.—Rotary Steam Engine, Wm. P. Vickery, East Auburn, Me.

108,426.—Steam Engine, Hugh Young, Middletown, Conn., and James S. Young, New York, N. Y.

108,429.—Method of forming forked end of Railway Crossings, Joseph Armstrong, Brinsworth, England.

108,460.—Car Starter, David C. Dickenson, Baltimore, Md.

108,475.—Changeable Gauge Car Wheel, Jonas Hamilton and Geo. F. Morse, Portland, Me.

108,477.—Spring Cushion for car seats, Wm. B. Hatch, Elmira, N. Y.

108,534.—Device for holding open doors, Jerome B. Sweetland, Pontiac, Mich.

108,548.—Time Table Indicator, Leander Wright, Rochester, N. Y.

Reissue—4,158.—Preserving and Hardening Wood, assignees of John L. Samuels, Pat. No. 60,794, dated Jan. 1, 1867.

The New Haven Journal in an article advocating town aid to the new air line railroad between New York and Boston, says:

The Boston, Hartford and Erie road has gone into new hands, and there is every reason to believe that the connecting link between Willimantic and Putnam will soon be completed. Work has already been resumed, and it is reported to be the determination of the new managers to finish this part of their line during the present year. This done, and our own road (the Air Line) completed to Willimantic, the old dream of a new and shorter line to Boston will have been realized. The road beyond Middletown is all graded except about six miles, and the whole work can be finished in a few months if our citizens will show some of the spirit manifested by towns along the line.

Journal of Railroad Law.

RAILROAD COMPANIES—DAMAGES FOR NEGLIGENCE—WHEN SERVANT CANNOT RECOVER OF COMPANY FOR INJURY CAUSED BY FELLOW SERVANT.

The case of Cooper Admr. vs. The Milwaukee and Prairie du Chien Railway Company, (28 Wis., 668,) was an action by an administrator, under the statute, for injuries to the person of his decedent, causing death. John Cooper the deceased, while in the employ of the defendant as a brakeman, and serving as such on a train, was killed in consequence of the train running into a gap in the road, caused by the removal of rails for the purpose of making repairs. The complaint charges the company with negligence in not keeping the road in a safe condition and in not having, by its officers and agents engaged upon said repairs, caused proper notice of the defect to be given to said train, and in not employing a sufficient number of workmen to make said repairs, and in employing a competent and trustworthy person to superintend them. It appears that the break in the road was some thirty or forty rods west of a bridge, about six hundred feet long, across the Rock river, on the line of the defendant's road; that the train came from the east; that there is a pretty sharp curve some seventy-five or eighty rods east of the bridge, and a descending grade from the curve to the bridge; and that the train, consisting of sixteen or seventeen cars, besides the caboose, was loaded with wood; that the day was wet and dark, and the track slippery; and there was no notification of the break given to the train except by a flag from four to six rods west of the bridge, which was not more than about two feet high, and which the engineer did not observe until he approached the east end of the bridge, when it was raised and waived by hand. It further appears that the workmen engaged in repairing the road took up three rails at once, and after the train came in sight succeeded in getting down only two before it reached that point. The other evidence need not be stated.

The following is the able opinion of the Court delivered by

Dixon, C. J.—It was no doubt negligence in the flagmen to put up the flag west of the bridge, and so near to the place where the rails were taken up. If he had crossed the bridge, and gone to the first curve east of it, and put up the flag there, so that it could have been seen upon the straight line of the road beyond, it seems morally certain that the fatal accident of which the plaintiff complains and by which his intestate lost his life, would never have happened. It may also have been negligence in the section foreman, that he did not direct the flagman to go the proper place beyond the bridge, or see that he did so; and, not having done that, he may have been still further negligent in permitting so many rails to be taken up at a time. But all this is to no purpose so long as it is not shown that the company, its officers or agents, were negligent in the employment of these persons, or in retaining them in its service. The negligence of the company its officers or agents in employing careless and unfit servants, is the gist of the action, and unless this be shown, there can be no recovery. To establish such negligence, either a want of proper care in the employment of proper servants in the first instance must be shown, or else it must be shown

that unfit persons were retained in the service of the company with the knowledge of its officers or agents or under such circumstance, that, in the exercise of reasonable care and prudence the officers or agents ought to have known their unfitness, and to have dismissed them on that account. It was for want of such proof as this that the court below ordered the nonsuit, and, upon careful consideration of the evidence, we must say that we think the judgment ought not to be disturbed. Aside from the proof of negligence in the servants on the occasion in question, which is clearly not enough to charge the company, there is not the slightest evidence showing, or tending to show, negligence on the part of the company in the employment of those servants. They had been in the service of the company for a long time, and, for all that appears, had always before been faithful and diligent in the discharge of their duties, and fully competent, so that there was no reason to discharge them, or upon which to base the charge of negligence against the officers or agents of the company, the judgment should be affirmed.

PAINE, J., dissenting.—I concede that within the current of the authorities upon this subject, there was no proof to charge the company with negligence in employing or retaining the servants, through whose negligence the death in this case was occasioned. But, for the reasons given in Chamberlain vs. The Mil. & Miss. R.R. Co., 11, Wis. 238, I do not assent to the rule of law established by those authorities. This case also comes within the exception sustained by several cases referred to in that opinion, which have held that a servant may recover for an injury occasioned by the negligence of another servant, if the latter was engaged in a different department of the service, the taking up and relaying the track is no part of the ordinary business of running the cars. It is not like the duty of a switchman in that respect. It is as though the company had found it necessary to take down and rebuild a bridge, and had through their bridge builders, taken down the bridge, and neglected to give notice to approaching trains. There are a number of cases which decide, and others intimate, that in such cases, the company would be responsible. As shown in the opinion referred to, I do not think the distinction which these cases establish is sound upon principle, but that the company ought to be liable in every case for an injury occasioned by the negligence of its servants, without any fault by the party injured. But at the same time I would avail myself of any class of cases which approach that position though not coming up to it. I do not desire here to go into any review of the authorities, or any elaborate discussion of the question but only to indicate the ground of my dissent. I think the judgment should be reversed.

By the Court. Judgment affirmed.

The Bay Ridge and Hempstead Plains Railroad will now run through the towns of New Lots, East New York and Woodhaven. From the last named place it will take a southeasterly course, running through Jamaica, South, and Springfield to Valley Stream, and thence to Hempstead. Mr. A. T. Stewart has ordered its extension to Mineola, and laborers are at work completing it.

New Chain-Stopper.

The underwriters' steam tug, Charles Pearson, Captain Nash, having lately been overhauled and put in fine order, made a short excursion in the harbor, yesterday, with a small party of the owners and a few others on board. This boat is the strongest built and most powerful sea going tug in the country, and there is no other so serviceable in rendering assistance to grounded or disabled vessels, in all weather. The recent alterations in this boat include the introduction of new boilers, and a propeller especially adapted to her service. Another, and one of especial value, is the appliance of Emery & Cheney's elastic indicating chain-stopper, an invention now successfully in use upon about thirty vessels. Its object is to prevent sudden strains upon the cable, which when a vessel is lying at anchor in a heavy gale, are often sufficient to part the chain, entailing the loss of the anchor, and perhaps of the vessel, and those on board. With this appliance the cable does not pull from the windlass but from a stopper or ratchet which bears upon rubber springs. During the trip this invention was put to a severe test by dragging the anchor, and although the strain was tremendous, no shaking or racking was perceptible on the boat. The trial was satisfactory in all respects, and the invention received the unqualified commendation of all present. This stopper also received a practical test last week off Cape Ann, which afforded a still better illustration of its value. The Charles Pearson went down to the assistance of the disabled brig Ocean Belle, and, with the latter made fast to her, lay safely at anchor in a very heavy sea throughout Friday night. Without this stopper their position would have been extremely perilous, but with it, not the slightest accident occurred. Its value is fast becoming recognized, and it would not be surprising if, in a short time, it is considered as essential to a vessel as a rudder.—*Boston Adv.*, Oct. 12.

Cotton Crop of the United States.

We present to the commercial world this morning the annual statement of the cotton crop of the United States for the year ending August 31, 1870, as prepared by the *Charleston Courier*. It is hardly necessary for us to say that it has been compiled with great care from authentic information received from our correspondents in all the great cotton centres of the country. We lay it before our readers, feeling confident that it shows the product of the great staple the past year as correctly as possible.

The summing up of the crop of 1869-70, as shown by our statement, is 3,203,828 bales, an increase in production of 845,459 bales over 1868-69. This increase has been mainly absorbed by European countries, as will be seen by the annexed comparative statement of foreign exports for the past two years.

	1869.	1870.
To Great Britain.....	989,491	1,478,849
To France.....	224,186	346,430
To North of Europe, Spain, &c.....	233,650	348,844
Total.....	1,447,327	2,174,123
Increase.....		726,796

After making the necessary deductions there is left for home consumption, North and South, 964,842 bales. We put down for Southern consumption 112,000 bales, which includes 12,000 bales taken for consumption in Virginia and counted in the exports from that State, leaving for Northern consumption 852,842 bales, against 840,720 in 1869, showing an increase of 12,122 bales.

From a letter dated 1st inst., received from B. F. Nourse, of Boston, chairman of the statistical committee of the Manufacturers' and Planters' Association of the United States, an increase of one per cent. in Northern consumption is assumed the past year over that of 1868-69, which shows

an increase of 8,407 bales, thus making, according to Mr. Nourse's assumption, the past year's consumption 849,127 bales. Our figures show the Northern consumption the past year to be 852,842 bales, a difference of only 3,715 bales.

The value of the crop of the past year (1869-70) may be put down in round numbers at \$325,000,000. This immense amount of money has been of incalculable benefit to the entire country.

The summing up of the crop, as developed in our statement, exceeds the estimate of the most sanguine in the early part of the past season from a half to three-quarters of a million of bales, which proves the utter fallacy of the many advance statements of growing crops, which are heralded throughout Europe and the Northern States for the purpose of affecting prices. Such statements work great injury to the planter, as well as to the buyer and consumer.—*Charleston Courier*.

Boston, Hartford and Erie Railroad.

The new directors of this road propose to reorganize it by selling the entire road from Boston to Fishkill, either under foreclosure of the mortgages or other proceedings, and the same purchased 'or the benefit of the parties coming into the arrangement. A purchasing committee of five, to be appointed. A new first mortgage covering the whole line of road from Boston to Fishkill, including all the branch lines, will be issued secured by this mortgage with thirty-five years to run, sinking fund accumulative of one per cent. per annum, bear seven per cent. annual interest, payable semi-annually, and shall have the power of voting one vote for every \$1,000 of bonded debt represented.

The mortgage will be for \$10,000,000, and will be devoted to taking up present underlying bonds, completing the road, and satisfying 30 per cent. on guaranteed bonds. \$6,000,000 shall be offered to the present Burdell bondholders at 80 per cent. on their face, and such as are not subscribed for at that price, before thirty days from issuing the present plan, shall be offered to the stockholders for ten days thereafter, and those not then taken shall be sold by the purchasing committee to the general public.

New preferred stock will be issued bearing interest not exceeding 7 per cent. at such a rate as the net earnings suffice to pay, after satisfying the interest and sinking funds on the mortgaged bonds; which may vote as ordinary stock on other roads, one vote for every \$100. "Net earnings" are to mean such surplus of the earnings as remain after paying expenses of operating and carrying on its business, including all taxes, assessments, and payment on incumbrances of completing, repairing or replacing the railway, its equipments, &c., so that it shall be in high condition, and to provide such additional equipments as shall be necessary.

The preferred stock will be for \$13,000,000 distributed thus: 60 per cent. on face of guaranteed bonds; 60 per cent. on ordinary Burdell bonds; and \$1,000,000 for contingencies. The new stock will amount to \$10,000,000, distributed between contractors claims, floating debt, 20 per cent. on face of present stock and contingencies. The common stock shall be issued in shares of \$100 each, and shall have the power of voting the same as preferred stock. No other bonds than those above specified shall be created, nor shall any debt be contracted exceeding in the aggregate at any one time five per cent. on par amount of the capital stock of said company, unless the same shall have been previously authorized by a vote of two-thirds of the stock and bondholders at a meeting duly held.—*Boston Commercial Bulletin*.

Chicago and Northwestern Railway.

The following is the comparative statement of the earnings and expenses of the Chicago and Northwestern Railway, for the first quarter of the fiscal years 1869 and 1870:

	Gross Earnings. 1869.	Operating expenses, interest, Rents, &c. 1869.	Net Income. 1869.
June...	\$1,251,950 64	\$976,433 15	\$275,517 49
July ..	1,157,056 38	1,045,553 21	111,503 17
Aug. ...	1,037,973 75	790,606 83	247,366 92
Total ..	\$3,446,980 77	\$2,812,593 19	\$634,387 58
	Gross Earnings. 1870.	Operating expenses, interest, Rents, &c. 1870.	Net Income. 1870.
June...	\$1,189,284 13	\$788,987 96	\$350,296 17
July ..	1,034,392 88	933,033 47	96,359 41
Aug. ...	1,227,512 89	662,336 34	565,176 55
Total ..	\$3,401,189 90	\$2,389,357 77	\$1,011,832 13
Increase			\$377,444 55
Decrease	\$45,790 87	\$423,235 42	.....
Balance to credit of inc. account May 31, 1870.....			\$541,424 29
Net earnings, June, July and August, 1870.			1,011,832 13
Total earnings, as of August 31, 1870.....			\$1,553,256 42

Railroads in Iowa.

The number of miles of railroad in operation in this State at the beginning of the present year was 2,094, of which 643 miles were built during the year 1869. Last year was considered an exceptional one, as it witnessed the completion of two of the great east and west lines across the State, and few, even of the best informed of our citizens on this subject, supposed that the number of miles completed in 1869 would be surpassed, or equalled, by the operations of 1870. But the prospect now is, notwithstanding the check several enterprises have received on account of the European war, that the number of miles completed this year will be greater than that of last. The following table is our estimate of the number of miles that will be finished this year by the different companies named:

Burlington and Missouri River.....	65
Chicago and Southwestern.....	100
Midland	25
Iowa Falls and Sioux City.....	120
Milwaukee and St. Paul	87
Davenport and St. Paul	40
Burlington, Cedar Rapids and Minnesota	105
Iowa Central.....	125
North Missouri	25
Des Moines Valley.....	15
Total.....	707

There are several other companies who have the work of grading and bridging well advanced on their several lines, and may get down more or less iron this year; but as we wished to give none not reasonably certain to accomplish what we state, we have not included them in the above estimate. Of this number are the Burlington and Southwestern, which will have forty miles of grading done before the close of the year, with a fair prospect of having twenty miles of iron down within that time; the Keokuk, Iowa City and St. Paul, who also have a considerable amount of grading done; the Sabula, Ackley and Dakota; the Albia, Knoxville and Des Moines; the Des Moines and Indianola; the Dubuque and Minnesota, and some others.

The year 1870 will close with not less than twenty-eight hundred miles of completed railroads in Iowa, and enough more graded or under contract with a fair prospect for completion in 1871 to make the whole amount up to thirty-five hundred miles.—*Burlington Hawkeye*.

Opening of the One Hundred and Twenty-fifth Street Railroad.

The One Hundred and Twenty-fifth street Railroad was formally opened on the 15th inst., by Mr. Robert Squires its proprietor. The Legislature of last year passed an act to authorizing the Commissioners of the Sinking Fund to sell the franchise of this road, and on the 18th of July it was purchased by Mr. Squires for \$67,000. Operations on the road were commenced on the 25th of August, and a double track was laid from Third avenue to the Hudson River Railroad station at Manhattanville. The franchise requires that as soon as Tenth-avenue is graded and paved the track shall be extended along Tenth-avenue to Spuyten Duyvil Creek. One Hundred and Twenty-fifth street is well built up, and the road will doubtless be a great convenience to inhabitants along the line, as well as those who reside at Manhattanville. The road intersects the Third and Eighth avenues, the Hudson River, the Harlem and Highbridge boats, and other means of conveyance in the upper part of the City. The cars are of a new pattern, intended to be operated without the aid of a conductor. The car is provided with a patent fare-box, into which the passenger puts the exact fare. If unprovided with change the driver accommodates him, and thus the proprietor of the road is assured of receiving his full due. The fare will be five cents. Depots have been constructed at Harlem Bridge, and provision is made at the new depot of the Third-avenue Road, at Third-avenue and One Hundred and Thirtieth-street, for the cars and horses of the road. It is expected that next Summer a ferry will be run from the foot of One-Hundred and Twenty-fifth street to Fort Lee.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 31st of September, inclusive, during the years 1869 and 1870, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1869..	349,300	11,614,000	4,959,800	30,900
1870..	290,000	10,563,600	3,533,700	388,800

Dec.,	59,300	1,050,400	1,063,100	*357,900
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* Increase.

Of the barley received this year, 306,400 bushels is new crop. By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a decrease equal to 269,380 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of September in the years indicated:

	1868.	1869.	1870.
Canal opened—	April 23.	May 6.	May 10.
Flour, bbls.	185,800	349,300	290,000
Wheat, bushels..	6,621,700	11,614,000	10,563,600
Corn, bushels..	13,256,400	4,596,800	3,533,700
Barley, bushels..	771,400	30,900	388,800
Oats, bushels...	6,581,300	2,220,200	3,523,400
Rye, bushels....	304,900	231,200	353,700
Malt, bushels...	340,900	176,800	555,200
Feed, lbs.		7,766,800	7,913,400

The Baltimore and Ohio Railroad Company has declared a dividend of 4 per cent. on the stock of the Main Stem, payable on and after the 31st inst., clear of United States tax—also a dividend of 5 per cent. on the stock of the Washington Branch for the half year ended 30th September, payable on and after 17th instant, clear of United States tax.

The Great Vanderbilt Depot.

The new railway depot being erected at the corner of Forty-second street and Fourth-avenue, is progressing satisfactorily, although it will not be sufficiently completed to be occupied by the 1st of January, as originally contemplated by Commodore Vanderbilt, at whose expense it is being built.

The new depot, without exception, will be the largest in the United States, and is to be the receiving depot of the Hudson River, New York Central, Harlem and New Haven lines. It is built with red brick and iron, its architecture being in the Renaissance style, and when completed will be a compact and handsome structure, covering altogether 166,800 square feet.

Over the main entrance is a likeness of the great Commodore, placed in a niche, and at each corner of the building will be a tower 110 feet high, and one in the centre 120 feet high. At present all the offices and waiting rooms are erected, and with the exception of the roof and inside fitting, are complete. These front the intended new street, are on the west side of the building, and are over 300 feet in length.

The car house fronts Forty-second street, and is now nearly finished. A large number of men are now engaged upon the immense arched roof, which is to be of glass and iron, with large iron girders. It will be 685 feet in length, and the span of the arch 200 feet. It is expected that this roof will be finished by the end of January. Inside this building will be laid out twelve tracks leading from the train entrance at the north end of the building to a board platform, forty feet in width, across the southern end of the apartment.

As soon as the entire building is completed, the passenger trains of the Hudson river and New York Central will be withdrawn from the Thirtieth street depot, and all trains from the north and east will enter the City via Harlem and Fourth avenue. The Harlem and New Haven Railroads will send their freight to the new depot, at St. John's Park.

The net earnings of the Richmond and York River railroad for the year ending September 20, 1870, were \$24,915. The company has regularly paid its accrued interest on its first mortgage bonds, and with a proper and unrestrained development of its legitimate business, will soon be able to meet and regularly provide for its second mortgage interest, and gradually extinguish its floating debt. The extension of the road to the Chesapeake Bay is expected to be completed during the coming year.

The Boston *Advertiser* says the Supreme Court has ordered the receivers of the Concord Railroad to pay the State tax on the corporation, amounting to about fifty thousand dollars, and it will probably soon order a semi-annual dividend to stockholders, not to exceed five per cent. of its net earnings.

The Supreme Court at Concord, N. H., on the 15th inst., issued an order to the receivers of the Concord Railroad to pay over to the Treasurer of that corporation the sum of seventy-five thousand dollars for the purpose of paying the semi-annual dividend of five per cent. to the stockholders.

Track laying on the extension of the Pittsburgh and Connellsville railroad between Connellsville and Cumberland is now progressing at both ends of the line. It is expected that the entire line of rail will be finished in January next.

The Gettysburg (Pa.) railroad, with its appurtenances and franchises, was sold at public auction, in Philadelphia, last week, James A. Townsend, of New Haven, Conn., becoming the purchaser, at \$181,000.

The earnings of the Albany and Susquehanna railroad for the four months ending August, amounted to \$363,156 07, an increase over the four corresponding months of last year of \$110,176 89.

George Wells, George E. Franklin, Joseph H. Nicholson, Frank H. Stockett, James R. Howison and Luther Giddings have been elected directors of the Annapolis and Elkridge Railroad Company.

Bronson C. Rumsey has been chosen President, Henry A. Richmond Vice President, and H. L. Lyman Secretary and Treasurer of the Buffalo and Washington Railroad Company.

T. E. Sickles of Omaha has been appointed Superintendent of the Union Pacific Railroad, in place of Col. C. G. Hammond.

It is said that the tenth section of the Intercolonial Railway, near Runout, will be completed by the 27th of October.

The Southside (L. I.) Railroad Company are making arrangements for the construction of a double track from Bushwick to Valley Stream.

The Erie Railway extension from Buffalo to Suspension Bridge will be finished and in operation by the middle of November.

FOR SALE—56 and 50 pounds English Rails here, and at New Orleans; and also to arrive at both ports.
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CHARLES S. HELLER.

Philadelphia August 1, 1870.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. 5 Tryon Row, New York.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made for sections and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.

Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON,
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

To Contractors.

SEALED PROPOSALS will be received until October 31st, 1870, for Grading and Masonry of the Alexandria and Fredericksburg Railway, extending from Alexandria to a connection with the Richmond, Fredericksburg and Potomac Railroad, a distance of about 20 miles.

Proposals may be made for one or more sections of about one mile each.

Payments in cash, eighty (80) per cent. monthly, and balance on completion of contracts.

Plans and Specifications may be seen at Engineer's Office, Alexandria, Virginia on and after October 24th. Proposals to be addressed to

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INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the City and County of New York due November 1, 1870, will be paid on that day by JOHN J. BRADLEY, Esq., Chamberlain of the City, at his office, in the new Court House.

The transfer books will be closed Saturday, September 24, 1870.

RICHARD B. CONNOLLY, Comptroller.
Department of Finance, Comptroller's Office, New York
September 20, 1870.

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—AND—

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(Branch of Harrisburg Car Manufacturing Co.)

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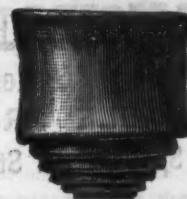
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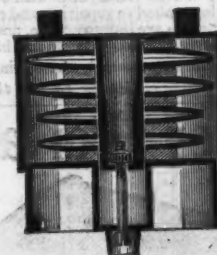
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Compound Spiral.



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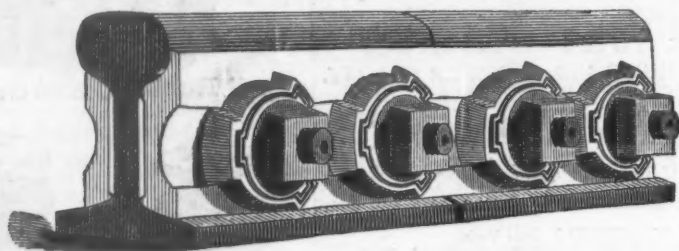
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

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That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

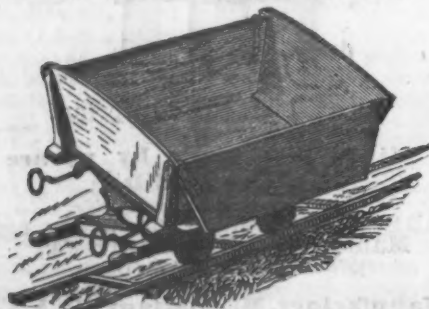
That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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Steamer AMERICA, will leave San Francisco Nov. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. WEDNESDAY, Oct. 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on TUESDAY, Oct. 18, only.

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